BUSINESS

AIR TRANSPORTATION

VOL. 22, NO. 6 JUNE, 1953

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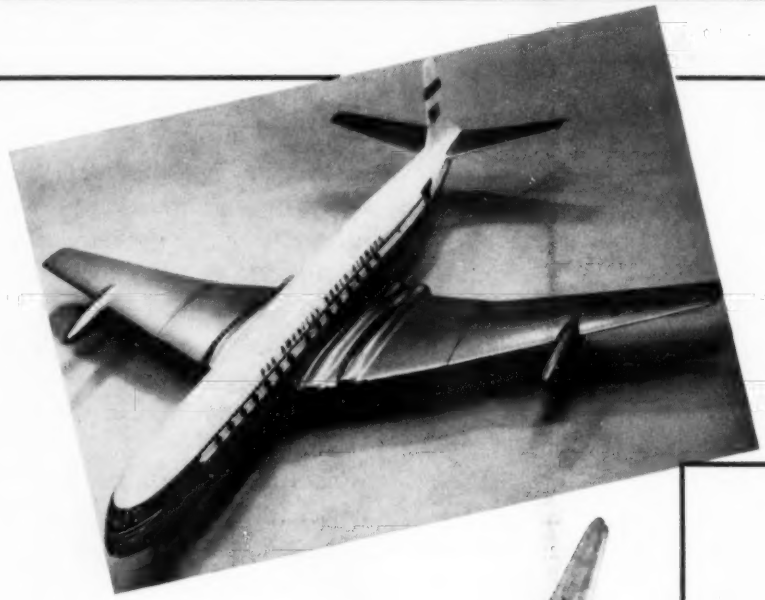
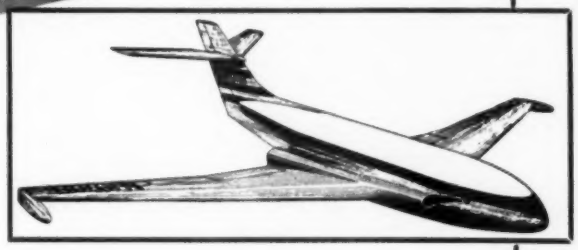
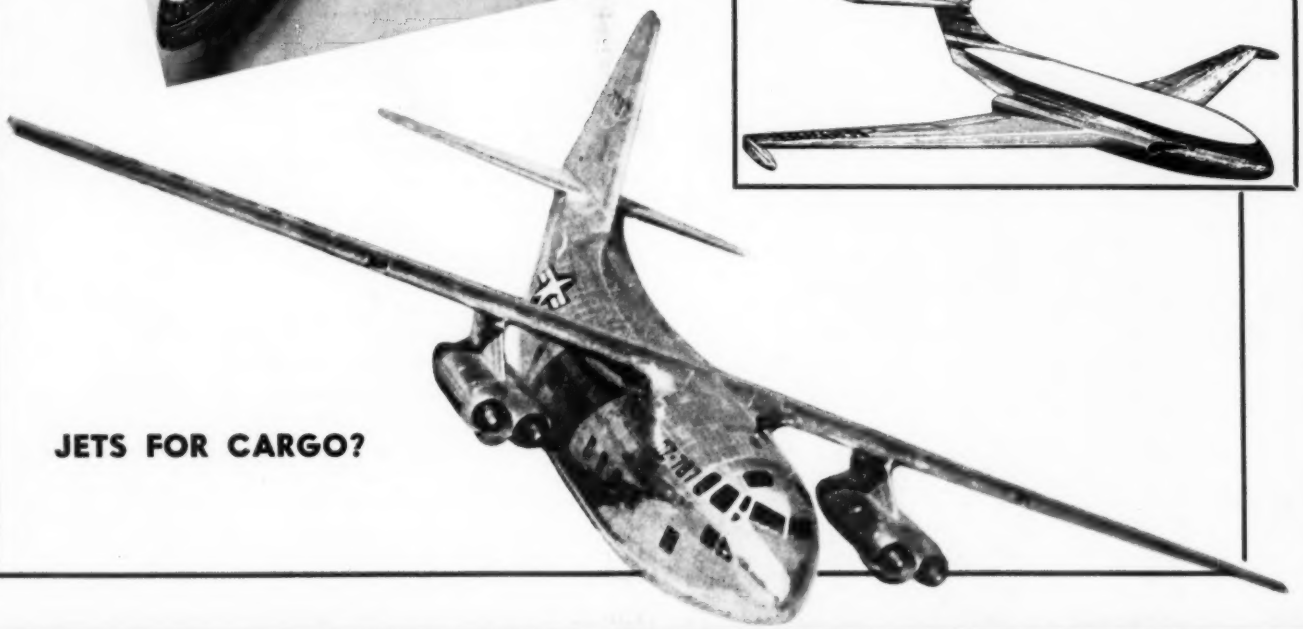






JETS FOR CARGO?

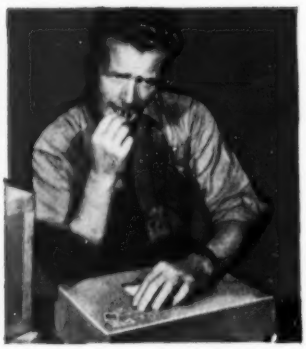
AIRFREIGHT AND AIR COMMERCE and AIR SHIPPING

AIRFREIGHT FOR MODERN MARKETING ★ WHAT ABOUT JETS FOR CARGO?
AIR SHIPPING THROUGH MIAMI ★ SHIPPING WITH GEO-GAL
VOTES FOR THE ASKING ★ AIRFREIGHT IN CANADA
ALL IN FAVOR ★ COMBAT ZONE

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE

Hunt and pick—through the stamp box—for stamps of the right amount

Lick and stick—
a slow, inefficient, unsanitary operation



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Just like the pony express!

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Look at the poor fellow, picking stamps out of a box... licking them... pasting them one by one to each parcel. Pony express methods. Very un-efficient today. Losing time (that is, money) for the firm, doing what a postage meter does better! And faster! And cheaper!

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AIR TRANSPORTATION

The World's First and Only Air Cargo Magazine . . . Established October, 1942

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AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post, as well as using the domestic and international air mail services. Included in AIR TRANSPORTATION'S wide coverage are: air shipping, cargoplane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarders, personnel and business air travel.

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Airfreight for Modern Marketing

By L. R. Hackney

Executive Vice President, Transport Air Group

BORN IN LOS ANGELES, April 8, 1911, Hackney has given 25 years to transportation, but has been associated with air cargo only since 1940, when Lockheed Aircraft loaned him at various times to work with the military on setting up a system of load control for cargo transports. In 1945, he began to specialize in air cargo, and originated and developed Lockheed's present Air Cargo Research and Development Program thus becoming thoroughly familiar with all the factors involved in this new shipping method. At the beginning of 1953, he resigned from Lockheed to accept the position of executive vice president of TAG, which serves the legislative and technical requirements of the nation's airfreight carriers as the ATA serves the passenger lines.

AIRFREIGHT NEEDS MARKETING and marketing needs airfreight. If we can be successful in having the two go together regularly, perhaps a successful marriage can be consummated which could result in the birth of numerous children out of this logical wedlock. These youngsters would be called, shall we say "little Airmarketiers"—young, new markets which can be developed into vigorous, healthy, and expanding markets capable of producing additional revenue for their proud parents. What are these "little Airmarketiers?" They are just what their name implies — new markets created and augmented on the wings of airfreight. Markets which have never before been tapped or visualized.

Now that we have our children, how do we successfully develop them? Well, perhaps at this time we should leave the future and return to the past.

As long as we are momentarily retrogressing, let's really turn back the pages of our ancient history books to the Stone Age and the invention of the wheel. The wheel radically changed the living habits of all mankind. The transportation of wares since then, except by water, has been upon wheels. Every new development has resulted primarily from a change in the application of power to the wheel. Commerce has gone forward on wheels. Wheels move vehicles slowly on land, however powered. When goods are transported first by wheels, then transshipped by boat, the overall speed is usually slower.

Airfreight transports require the assistance of wheels for only a few thousand feet on take-off and landing. Airplanes, by use of the catapult, in some instances have eliminated the wheel entirely.

While few people have realized it, the airplane is the first fundamental innovation in transportation since wheels were first used in the Stone Age. Its implications are naturally obscure.

Let's evaluate the impact which the air transport is having upon the commerce and marketing practices of the world. While we as a nation pride ourselves on our desires to advance the civilization of the other nations of the world—have we sincerely and earnestly done so here in the United States in regard to air commerce? The answer is emphatically no. Not when we look across the seas in both directions at small island nations that have already farsightedly recognized that their hopes for survival rest in transferring their commerce from land and sea to air.

Already these nations, with the assistance and astute planning of their respective governments, are formulating the background for an air merchant marine which will dominate the trade lanes of the world. It will be only natural to expect foreign carriers to give first preference to the manufactured commodities of their own factories. This advantage, augmented by the lower labor costs of our foreign neighbors plus the ability to trade freely in sterling blocks, poses an extremely serious threat to the markets of the U. S.

During the past three years, the position of our air commerce across the North Atlantic has appallingly deteriorated from carriage of 73% on U. S. flag carriers to less than 27%. Yet we still do not have any certificated airfreight carriers flying our flag across the Atlantic or Pacific. U. S. markets cannot help but suffer.

It becomes increasingly important that an expanding airfreight commerce be developed both internally and externally by U. S. industry. It is here that marketing can be the successful tool.

The air transport industry is not suggesting that their airfreight services be used unless it can be advantageous to the shipper or receiver. Now to the main subject of my discussion—national decentralization of industry through the stimulation of the new distribution facility of airfreight and its implications to Western States.

First, I would like to digress for a moment to substantiate a point. Our National Military Establishment and its three services—The Department of the Air Force, the Department of the Army, and the Department of the Navy—are already cognizant of the mounting importance of air logistics (which is the air commerce of the armed services as it relates to material and supplies). Various commendable research studies

(*Continued on Page* 28)

AS REPORTED in the May issue of AIR TRANSPORTATION, Raymond Norden of Seaboard & Western Airlines predicted that jet transports will not be used for flying cargo for at least another 10 years. Since the issue is an important one, we decided to let some of the industry's leaders and authorities give their opinions on the subject.

WHAT ABOUT JETS FOR CARGO?

Constantin Sainderichin
U. S. Freight Manager,
Air France

There is, of course, a great future for cargo transportation, and it is only natural that the jet-propelled aircraft will take its place in this field.

Air France, always a pioneer in air transportation, intends to use jet aircraft extensively for passenger service throughout Europe in the immediate future, and it is only a question of time until this mode of transport is utilized for the carriage of cargo.

The main features will be speed and the improved loading facilities made possible by the fuselage being much lower to the ground and therefore more accessible than the present type of aircraft in operation.

Any statement made at this time regarding the future position of the jet in the Air Cargo industry would be premature. However, at present French Industry is in the process of developing two new types of jet aircraft which will give us more data on its adaptability to air cargo, and will enable us to conceive a jet plane suitable for the carriage of volume freight.

Martin Sharp
Public Relations Manager.
De Havilland Aircraft Co.

We are not at present building any *Comets* especially to carry freight rather than passengers, and we have no special knowledge to qualify us to express opinions in response to [this] question. We do believe, however, that freight will be carried in fast aircraft before long, probably propeller-turbine aircraft in the case of the short inter-city runs or the really long stages.

Donald W. Douglas
President,
Douglas Aircraft Company

Jet transports continue to be a subject for public discussion and management concern. Design, construction and sale of jet-propelled aircraft . . . involve more than solution of engineering and manufacturing problems. Careful and conscientious studies of many other basic factors are required, and are being conducted by this company.

To the manufacturer, who must risk a large proportion of his company's assets in a new venture of such magnitude, the economics of a modern jet transport are even more important than its spectacular possibilities and popular appeal.

From our point of view, the actual costs of development and construction of prototype and production airplanes, the number that any one manufacturer can expect to sell over a reasonable period of time, and the price per unit to the operators, are some of the other major factors in the study of any jet transport program. A realistic appraisal of the situation, in the light of past experience in the industry and future opportunities for sales, is essential to a final conclusion. . . . Responsibility for final decisions cannot be evaded or ignored.

Accordingly, we are proceeding to complete engineering data and preliminary designs. Joint studies are in progress with our airline customers on technical details and other determinations still unresolved. Approximately $1,000,000 has been spent up to February, 1953. I feel progress made to date amply justifies this expenditure.

S. E. Russ
Director of Cargo Sales,
Trans World Airlines

Inasmuch as it is important that air cargo rates be kept at the lowest economically sound level, any additional fuel that is required to operate an aircraft and which results in a reduction

(*Continued on Page 29*)

COMBAT ZONE

By Milton A. Caine,
Managing Editor

AS AIR CARGO progresses and becomes increasingly more important in the industrial scene, there appears to be a parallel growth among those who tend to minimize its importance as well as its achievements. To offset whatever adverse effects their statements and reasonings may have upon shippers, this magazine has consistently devoted itself. Where the detracters stand, AIR TRANSPORTATION attacks. Where to shippers and carriers air cargo is a fast, safe, economical means of transportation, to us it has become a combat zone.

In the March issue of "Distribution Age," we found an article by transportation consultant John H. Frederick entitled "What Has Slowed Air Cargo?" and a partial answer immediately underneath reading: "Sales effort, schedules and facilities centered in large cities—slow ground handling time offsets air speed."

According to Frederick, air cargo has slowed down mainly in two ways: in development and in handling procedures. "In 1945 and 1946," said the author in his opening paragraph, "predictions were made that by 1950 ton-miles of air cargo would run from two to five billion per year. Actually, the ton-mile figure was 229,038,746." Allowing the fact, as Frederick does, that air cargo was a new industry when these predictions were made, and that there were insufficient data upon which to base reliable projections, he does not feel that perhaps the predictions themselves may have been wrong. Had 10 billion ton miles been proffered in the five year stretch, then air cargo would be more to blame for not having hit this more absurd figure. The more wild the prediction, it seems, the more at fault is air cargo for failing to reach it.

Air cargo's penetration into railway express volume as well as into the perishable foods field has been lower than anticipated, Frederick says. Is it the fault of the service or the fault of the shippers? Let us see.

In the period under discussion, 1946 to 1950 and even up to 1952, promotion of air cargo service and savings has been negligible. In contrast with the flood of advertisements found in the country's leading papers and magazines on passenger travel, there has been virtually nothing at all on air cargo. No two-page spreads, no four-color jobs, no radio announcements. This picture still hasn't changed, but it has improved somewhat. The prevailing opinion with shippers has been, as it still is, that airfreight is costly. This opinion, due to the lack of adequate publicity, is only now changing slightly; but the change has still a long way to go. And lastly, shippers of perishable foods are reluctant to alter their growing, packaging and warehousing systems to accommodate the faster method of air shipping. Despite its admitted advantages, air shipping for them would entail utilizing two systems, one to accommodate surface shipping and the other to accommodate air transportation, two methods of harvesting, one for unripe fruit the other for tree-ripened fruit, two methods of packing, one for heavy crating the other for virtually none, etc. To forego the one method in favor of the other is still a sizable task entailing considerable time, trouble and even expense. In these instances, the greater profits that can be realized through the shipping of airfreight are neglected in favor of well-established methods that at this point require no additional effort or consideration.

The second reason for the slowing down of air cargo is attributed to poor handling. "A survey made by the University of Tennessee," noted Frederick, "estimated that 80 per cent of total in-transit time of air cargo is consumed by slow and inefficient ground handling due to lack of materials handling equipment and adequate centralized freight terminals at airports." While this is unquestionably serious, do shippers actually care that their freight, which has flown 3000 miles in 12 hours takes another 12 hours or so to reach its destination? Except for shippers of biologicals and pharmaceuticals and certain other perishables, are they going to quibble when other forms of transportation would take anywhere from three days to one week to make the same trip? Speed is a definite advantage in airfreight and it should not be lost on the ground, but the instances are rare when the loss in time works some hardship on the shipper or distributor. And although ground handling and terminal facilities have not kept pace with the speed of air shipping, newer cargo transports are again offsetting this handicap by their faster flights.

Frederick points out that "airports have been slow in providing special air-cargo terminal and handling facilities." Elsewhere he says, "Of our eighty major airports only eleven have air cargo terminals. At others air cargo is handled in passenger terminals or makeshift facilities." The reason he offers is that "there just isn't enough volume!" On the one hand air cargo has slowed down because of poor handling facilities, and on the other there are poor facilities because air cargo hasn't developed sufficiently. There appears to be an error in logic here that baffles us.

The amount of cargo being flown at present warrants better terminals and facilities than it is receiving, true. Air cargo has not developed as rapidly as some people thought it would, also true. But in neither of these points is air cargo to blame. Its speed of growth, while lagging beyond certain wild expectations has still progressed at an enormously rapid pace. Air cargo has grown despite inadequate facilities, and despite the fact that the impetus to keep it progressing faster was and is still being diverted into other channels:

(*Continued on Page* 30)

Here is an answer to BEA's Geoffrey Pett who, in these pages, opposed the use of negotiable airwaybills for air cargo.

ALL IN FAVOR

By A. M. Strong, vice president
American National Bank and Trust Company of Chicago

I CANNOT agree with Mr. Pett's views relating to a negotiable airwaybill. He covered several points (see AIR TRANSPORTATION, April 1953) regarding a negotiable airwaybill, some of which can be disputed. However, he did not cover the basic point—that is the financing of air shipments.

Financial facilities are of paramount importance to the development of international air cargo. Foreign trade is not conducted on a cash basis. It is arranged primarily on a credit basis. Banks have established an efficient mechanism for these transactions. Through the Irrevocable Letter of Credit they underwrite a buyer's promise to pay for the goods. Through collection arrangements they retain custody of the goods shipped until payment is received.

American importers as a rule establish Letters of Credit in favor of the foreign sellers. The Letter of Credit is an undertaking by a bank to pay drafts accompanied by shipping documents or other documents of title. The importer pays for the goods when the draft and documents are received by his bank. Quite frequently the credit is established on a time basis. Exports are usually made on a draft basis; that is, the exporter draws a draft on the foreign buyer and turns over the draft and shipping documents to his bank for delivery to the seller against payment. Such drafts are frequently discounted by the seller's bank, enabling him to receive cash long before the foreign buyer pays for the goods. In either case, the underlying merchandise is used as security for the transaction through the hypothetication of the shipping documents.

The documents in ocean traffic give the bank as consignee or holder of the negotiable bill of lading, title to the goods. In air traffic banks are not able to finance air cargo on the same basis as they finance ocean cargo. The non-negotiable bill of lading used by air carriers consigning foreign cargo to an intermediary does not meet the requirements of bank financing as the document does not convey title to the goods.

A warning that the non-negotiable bill of lading employed by air carriers does not meet with bank requirements, was sounded at the Annual Convention of the Bankers Association for Foreign Trade, held at Montebello, Canada, in June of 1944. A report submitted by the Committee on Uniformity in Docu-

(*Continued on Page 33*)

Shipping With Sno-Gel

MANY OF THE PROBLEMS of shipping perishables by air have been answered by the introduction of a new non-melting ice, now in use for seafood, flowers and other commodities. This novel refrigerant is Sno-Gel, developed in California for a wide variety of commercial and domestic applications.

Sno-Gel holds water in colloidal suspension inside a gel substance. As a result it does not melt and there can be no damaging water run-off at any temperature. The product is usually used in plastic casings, in the form of slabs, bricks or tubes. It is frozen in mechanical refrigeration, with the temperature determined by formula according to its proposed use.

Under insulated packaging conditions, Sno-Gel absorbs heat more slowly than ice, thus holding its temperature much longer. The refrigerant does not melt, and the outer surface becomes a self-insulating layer. As there is no flow, there can be no damage from water, nor conduction of heat through a run-off channel.

In addition to longer periods of refrigeration and the elimination of water, Sno-Gel makes possible the use of lighter shipping containers, saving packaging cost in airfreight shipping.

Wm. Zappettini Co., growers and shippers of flowers to all parts of the country, has completely revised its packaging and refrigerating methods for air transportation, through the use of Sno-Gel with all shipments. Reno Zappettini, one of the company's executives in San Francisco, explains that ice was formerly used, but often melted too fast, damaged the wrapping paper and boxes, and caused rotting of the flowers themselves.

Even more important than actual damage was the time lost in answering

(*Continued on Page 30*)

Fresh crabs air shipped over long distances merely require two bricks of the refrigerant for protection. Flowers placed in light weight corrugated boxes can take either one or two. With flowers, the frozen brick is fastened to the top of the carton for effective use in air shipping. In all instances where Sno-Gel is used, it eliminates the need for re-icing, and is much lighter to carry than water ice, the manufacturer claims.

Air Shipping

Through Miami

PUBLISHED TO PROVIDE air shippers with the necessary information that may be required in moving airfreight to or through Miami's International Airport, the *Air Shipper's Handbook*, portions of which are reprinted here by special permission, contains a fund of useful information. Questions on documentation, insurance, packaging and the like are all contained in the booklet as are discussions of airport facilities, the advantages of airfreighting and the available air cargo services. Section I and a portion of Section II are here reprinted, slightly abridged, to acquaint the readers of AIR TRANSPORTATION both with this valuable little book and a handy guide to air shipping.

Cost Comparison

In comparing the cost of transportation by air to the cost of transportation by surface carrier, there are many hidden factors which must be taken into consideration by the shipper. In export traffic, in many instances, consular invoice charges do not apply to shipments moving by air. Loss and damage due to pilferage and improper handling have been virtually eliminated in airfreight, resulting in a considerable reduction in insurance charges. Twenty cents per $100 valuation is usually the maximum premium charged by the airlines for cargo insurance, and frequently ranges as low as 3¢ per $100 on domestic shipments.

A minimum of handling and the most efficient of stowing methods make only light packaging necessary. The elimination of bulky and heavy export crating results in lower packaging costs and, due to reduced gross weight, a saving in transportation charges is effected.

Through shipments are nearly always handled without drayage, wharfage, or handling charges. The cost of transferring cargo from one carrier to the other is usually absorbed by the carriers. The speed of transfer, due to compact and centralized air cargo facilities at the Miami International Airport and the shorter intransit time, makes additional savings for the air cargo user. The swift and sure transit of goods eliminates the necessity for large inventories and cuts down on storage requirements.

Frequently the time gained through the use of air cargo and consequent saving in interest charges on money otherwise tied up while the shipment is awaiting transportation or is actually in transit will more than repay any slight difference in overall shipping cost.

In addition to the dollar-cents savings, the shipper must take into consideration those savings which can be accomplished as a result of the speed of air transportation and also the competitive advantages which will be derived from speed.

The air shipper has available to him a number of different methods of accomplishing the air transportation of his commodities. All of these methods are available through the Miami International Airport.

Air Parcel Post

The United States Post Office Department maintains an air parcel post service for shipments up to over 70 pounds in weight and limited to 100 inches overall dimensions. The rates on this service are generally favorable only for small shipments of considerable value. One of the major advantages of air parcel post is the fact that it carries the same priority in airplane service as does airmail. While there is no pick-up service, the Post Office Department will deliver air parcel post shipments. When shipping to an international air carrier by parcel post for export, instructions and documents should be affixed to the package, and first-class postage attached to the envelope containing such instructions or documents.

Airfreight

All domestic and overseas carriers provide an airfreight service. Most of the carriers have entered into interline agreements with each other, providing for through airwaybilling. In addition to the familiar passenger airlines, there are all-cargo certificated air carriers, as well as non-certificated irregular air carriers, serving the Miami International Airport in both domestic and international commerce.

Air carrier rates for the most part are made on a per-pound basis determined by the actual mileage. The rates are computed from airport to airport and

AIRFREIGHT

Has No HIDDEN CHARGES *But A* DOZEN DISCOUNTS

"The only accurate way to judge two methods of shipping," says Miami International Airport's *Air Shipper's Handbook*, "is to compare not only the direct costs but all the indirect costs as well." Savings can be made, the preface continues, on 12 indirect costs, and the shipper is invited to make his own comparisons in order to learn "that air shipments are economical in total cost." The 12 points are as follows:

1. Air-packing saves weight, saves dollars on crating or packing and labor, saves unpacking costs.
2. Optional pick-up and delivery, and rates airport-to-airport only, give a choice of the most efficient handling method.
3. Inventories are kept to working minimum.
4. Warehousing may be eliminated at one or both ends.
5. Trucking costs to or from warehouses are eliminated.
6. Overnight delivery expands markets, keeps customers happy.
7. You need less capital, and turn over available capital faster.
8. Production shut-downs are eliminated by replacing broken machinery parts overnight.
9. Liability protection is complete against negligent handling.
10. Damage or loss is lowest of any form of transportation.
11. You are protected against market declines and deterioration of goods.
12. More sales are made by restocking empty shelves overnight.

do not include pick-up or delivery charges. The domestic carriers usually place a limit of $3.00 minimum on air shipments. The international carriers' minimum charge varies, depending upon the commodity, the county of destination, and the rate. Weight breaks in domestic shipments occur at 100, 5000, 7500, 10,000, 12,500, and 16,000 pounds. International carriers' weight breaks

usually occur at 100 and 3299 pounds. In addition to the basic rate, shipments with high valuation per pound are subject to valuation charges or value surcharges ranging from 5¢ per $100 declared value upward. These are a part of the transportation charges and are not in the nature of insurance.

The size and shape of packages which are acceptable in air shipping are determined by the size of the access doors on the plane. Ordinary packages are acceptable without question. The airline should be consulted in cases where packages of extremely large sizes or unusual shape are to be tendered for shipment. The carriers should also be consulted in cases where shipments of unusually high weight ratio to square foot are to be tendered.

The pick-up and delivery charge in Miami is 55¢ per 100 pounds with a minimum of $1.10. While transfer charges on through shipments are absorbed by the carriers, city terminal service is available at the Miami International Airport if desired. The charge for this service is 50¢ per 100 pounds with a minimum of $1.05.

Air Express

The Railway Express Agency provides a door-to-door air express service . . . carried on all scheduled air carriers operating into and out of the Miami International Airport. As this is a door-to-door service, pickup and delivery charges are included in the air express rates. Since the air express rates are somewhat higher than airfreight rates, consideration should be taken of these charges being included in the express rates, whereas they are not included in the airfreight rates.

Airfreight Forwarders

Airfreight forwarders will make all necessary arrangements for shipping door-to-door and will prepare all documents required for exporting or importing. Airfreight forwarders operating under a letter of registration from the Civil Aeronautics Board are authorized to publish rates and tariffs covering transportation and other services between a large number of foreign and domestic points.

Special Rates

Many of the air carriers publish specific commodity rates which may be applicable to a particular shipment. As a general rule, northbound rates will be slightly cheaper than the rate on the same commodity south bound. It is advisable, therefore, that you contact airline serving your community to determine the lowest rate applicable on your shipment. In the event that you are able to secure a trade contact requiring a continuous flow of goods, it is entirely possible that you may be able to work out a specific-commodity agreement with the carrier.

Trans-Shipment at Miami

The part of the airport known as MIAD was constructed by the United States Government during World War II as an international air depot. Close attention was given to providing facilities for the efficient interchange of cargo between air and surface carriers. Loading ramps, sidings, roads and aprons were so located and coordinated as to facilitate the interchanges and minimize the handling of the freight. Miami International Airport is one of the few airports in the nation with a complete cargo handling section expressly designed to accommodate all types of land and air carriers.

The cargo terminals of the various air carriers on the Airport are so arranged as to facilitate the interchange of air cargo between carriers without cost to the shipper. The latest and most modern facilities and equipment are used in effecting transfers in order that handling, with its consequent exposure to damage, may be kept to a minimum.

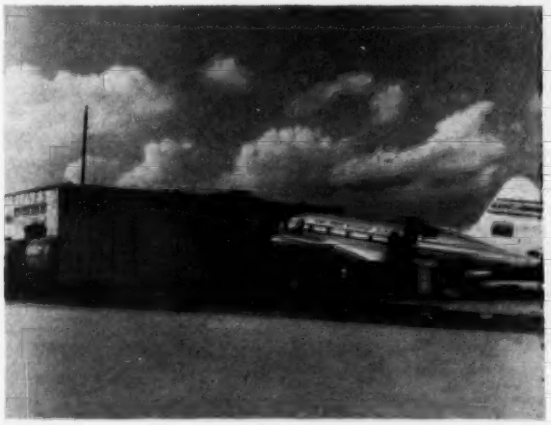
Air cargo terminals are located on railroad sidings. Carriers whose warehouses are not directly served by railroad sidings have available to them special unloading tracks. Since the Airport is within the switching limits of Miami and since the carriers absorb the car spotting charges, there are no handling or transfer charges with relation to rail-air trans-shipment. Special equipment has been designed and constructed to permit direct loading from boxcars to planes or from warehouses to plane.

Shipments arriving in Miami by truck from inland points may be delivered directly to the air carrier at its air terminal. All of the air terminals are provided with truck loading docks to facilitate the interchange of cargo. In many instances, special ramps have been designed to permit loading directly from truck to plane or plane to truck. These facilities will save both time and money. There are no transfer charges for interchanging.

Documentation

A check list of the necessary shippers' documents is included in order to avoid delays at Miami. All shipments must be accompanied by the necessary documents regardless of the transportation medium used for forwarding the shipment to the airport. These should be securely attached. Since matters of ex-

(Continued on Page 31)



All warehouses on the wide-spread Miami International Airport are served by railroad sidings such as that pictured here. These permit the quick transfer of cargo from train to plane or from train to warehouse to plane. Airport locomotives shunt the cars to the proper spot, and return the empties to the railroads immediately to avoid congesting the busy sidings.

YOURS FOR THE ASKING

"CARGOES of fruit Barcelona/-London, Paris and Berlin from Rhone Valley Airports to London—commencing early May through to July"

"14,000 lbs cargo London or Continent/Teheran . . ."

"100 tons cargo Stanleyville/Brussels —prompt"

"6500 kgs cargo Paris/Athens/Ankara"

These are but a small sample of the enquires received and listed by a large firm in London, approved IATA agents handling charters and performing a distinct and initial service by uniting planes with payloads and payloads with planes. This, in a nutshell, is what chartering actually is, and firms such as E. A. Gibson & Co., Ltd. and Lambert Brothers, Ltd., are but two of many practitioners of the art. As chartering firms or agents they represent the nerve centers, or brains, through which flow hundreds of impulses—enquires for transportation, for instance, for an entire ship's crew from Sumatra to Tasmania—that are answered by an immediate response—*Dakota* Sumatra/Darwin/Tasmania. Thus day after day, in much the same manner as ocean shipping has been served for more than two centuries, transportation is supplied wherever needed, and air cargo or passengers are similarly supplied.

Situated at Leadenhall Street in London, as both Gibson and Lambert Brothers are, they still are able to unite movement with load in virtually every corner of the globe. For example, a recent report from Gibson listed the following information under 'Fixtures' (that is, arrangements that have been 'fixed', or consummated):

DC6 London/New York—Freight
DC4 Bombay/London—passengers
Dakota London/Kirkuk—freight
DC4 London/Calcutta—freight
DC4 Bangkok/Amsterdam—freight
3DC3s Frankfort/Cario/Lydda return—passengers
DC3 London/Paris—freight
Viking London/Amsterdam/London —passengers
DC3 Nicosia/London—passengers

"Business on the charter market," said this same report, "is now passing into a more active phase, and although enquiry is still rather limited, the greater proportion of it is resolving in firm fixtures. Most of the fixtures now being made are on a two-way basis, i.e. two charterers being involved in the fixture of an aircraft out and home. There has been some unwillingness on the part of charterers to take planes on a round trip basis, in view of the expense involved, but it has been possible on many occasions to find return loads for aircraft, in view of the rather exceptional amount

of traffic which has been circulating for destinations in Europe and the Middle East."

This, of course, sums up rather adequately the chartering situation at a recent point in history. The situation, however, is often unpredictable, although certain trends can be foreseen, as when Lambert Brothers noted that, "Emigrant business, generally, has dropped off, but this was, perhaps, to be expected, since conditions in Europe are improving, and people are not now so anxious to seek new life in fresh surroundings. The immediate post-war rush to Canada, Australia, etc., has long been satisfied." But when it comes to cargoes or a ship's crew stranded suddenly near Zamboanga, trends are generally obscure or nonexistent.

The general airfreight situation as far as chartering is concerned was recently summed up in a Lambert Brothers report as follows:

"Business in the freight section has tended to be rather slack for some time past, as recorded in our previous bulletins, but there is now more optimism of the position correcting itself, with British industry looking forward to a brighter future . . .

"In the longer view, it must be remembered that operators and, for that matter, brokers, have been making a drive to obtain greater freight business, and there is no doubt that these efforts will eventually bear fruit. It is universally appreciated that this section of the air transport industry holds great possibilities—an opinion which has been expressed frequently by the world's aviation experts. It remains to be seen what progress can be made before true freight aircraft, designed specially for the job, come into operation. As regards the smaller package traffic, for instance, there is still quite a gap between the amounts shippers are prepared to pay and the airline rates. There must be a rich field of business somewhere between the two levels."

Whether or not this rich field comes into view—it appears to be the same field that shippers and carriers in the United States are also looking for—enquiries still come in and go out at a reasonable pace, and fixtures are placed with amazing skill. Among the latter were listed the following as 'Recent Business':

"A *Skymaster* [flew] a full load of seamen from Calcutta to Hamburg, and a *Tudor* carried a load of cargo from London to Nairobi. A *Dakota* has been fixed to carry 2½ tons of Government stores from London to Karachi, and another *Dakota* is to take 27 tourists from Dusseldorf on a tour of the Continent. A further *Dakota* is to fly missionaries from Amsterdam to Entebbe and Tabora."

With chartering, as with other forms of air commerce, airfreight is demanding greater attention. In London, the Baltic Mercantile and Shipping Exchange back in 1948 organized the Baltic Air Freight Section. At about the same time in Paris, the Bourse de Fret Aérien de Paris was similarly organized, and another exchange was opened in Antwerp. The idea proved sound, and as Richard Malkin noted in his famous book on air cargo, BOXCARS IN THE SKY, "There is no doubt that the airfreight exchange idea is destined to grow and prosper."

Despite its success in Europe, however, Malkin noted that, "The United States has been slow to follow the lead, possibly for the reason that there has

(Concluded on Page 33)

FOR REAL ECONOMY

AIR COMMERCE

(REG. U. S. PAT. OFF.)

USE AIR CARGO

VOL. 22 JUNE, 1953 No. 6

Flies Its Heaviest Cargo

WESTOVER—Massive was the word for one of the heaviest pieces of cargo ever to be flown by Military Air Transport Service aircraft when a giant 29,044 pound ice cap tractor cab assembly was airlifted from this point to Northern Greenland. Loaded into a C-124 *Globemaster II*, the huge steel assembly, the heaviest skid-loaded cargo ever flown out of Westover Air Force Base, was part of a tractor that, when fully assembled, weighs 51,479 pounds and is now being used on a joint Army-Navy-Air Force project. Upon arriving here from California, the tractor was stripped of treads and accessory equipment, put on skids especially designed by the 1600th Air Traffic Squadron and winched into the transport on greased planks with two powerful tractors and a series of steel cables and pulleys. Sliding up the ramp, the cargo had just a four-inch clearance on either side. When the C-124 took off, its gross weight, including cargo, crew and fuel, came to 174,987 pounds. More than 87 tons!

Up at Goose Bay, Labrador, another large air cargo job was handled easily by MATS. This involved the on and off loading of 32 tons of cargo in just four hours and 30 minutes.

CAB Lists Activities

WASHINGTON, D. C.—New segments were granted to Allegheny Airlines (formerly All American Airways) stretching between Cleveland, Ohio, and the New York-Newark gateway via intermediate points by the Civil Aeronautics Board, which also renewed and modified the carrier's certificate of convenience and necessity. Similarly, authorization was also granted by the CAB to Mohawk Airlines (formerly Robinson) to provide service between Elmira-Corning, New York to Bradford, Pennsylvania, and Colonial Airlines had its route extended from Allentown to Philadelphia. In a relatively crowded week, authorization was granted also to Ozark Airlines to serve Milwaukee, Wisconsin as a terminal point under a temporary certificate.

U. S. Papers Flown to Fair

LONDON—Representative daily newspapers of the United States were flown to this city during the recently held British Industries Fair. Flown here from New York via British Overseas Airways Corp., the papers consisted of one Philadelphia, two Chicago and seven New York dailies. Besides these, the local papers of 32 other countries served by the airline were flown here for the display, which every year is becoming increasingly popular.

Chase Plans Commercial Version Of Its C-123B Cargo Transport

WEST TRENTON, N. J.—While all-cargo versions of popular cargo-passenger combination transports are being increasingly used by the commercial airlines, the airfreight industry is still searching for a more economically operated aircraft that can still carry a large payload. As a possible answer to the problem, Chase Aircraft Company feels that a commercial version of its C-123B assault transport (see AIR TRANSPORTATION, May, 1953) would fill the bill nicely. Eastern Air Lines, as a matter of fact, is said to be quite interested in this cargo plane, which would be known as the MS-19. Should the conversion from military to commercial operations be made, the MS-19 (or C-123B, as it is known by the military) would be the first plane designed exclusively for cargo carrying to be used commercially. It would represent a milestone in aviation history.

Actually, two versions of the C-123B are being planned for airfreight transportation. One, the MS-19, to be powered by two Wright R-3350-32 turbocompound power plants, the other, the MS-19A, by two Allison 501-DA T38 turboprop engines. Initial plans for the commercial transport call for an additional length of 50 inches, a tandem landing gear as opposed to the C123B's conventional gear, and a payload of 25,000 pounds, an increase of four and one-half tons.

According to Michael Stroukoff, vice president and chief engineer of the firm, the direct ton mile cost of the turbocompound version would range from about 8 cents at 50% power and a range of 500 miles to about 9.3 cents using more power for a range of 350 miles. For the second version, the T38, direct ton mile cost was estimated at 6 cents for a 200 mile range, and 7.25 cents for 1000 mile ranges.

Other Advantages

Besides these advantages, others pointed out by Stroukoff were rear ramp loading, adjustment of the ramp to truck-bed height, elimination of special loading equipment, reduced manpower requirements and access to cargo from the front side door. Topping all these, however, is the aircraft's ability to land and take off from presently used and even smaller airports and landing strips. As Stroukoff sees it, the combination of all these factors would reduce the overall ton mile cost of flying air cargo. As Rickenbacker of Eastern sees it, there is no plane operating today or planned for the future that can do the airfreighting job as well as Chase's MS-19.

Makes Route Adjustments

ST. PAUL—Summer schedules, filed with the Civil Aeronautics Board by Northwest Airlines, will provide hourly service between the Twin Cities and Chicago. This service will be conducted 'every hour on the hour,' and is considered part of the carrier's efforts to improve service on its transcontinental and international routes.

By leasing a *Super Constellation* from Eastern Air Lines for use on NWA's nonstop Chicago-Seattle flights, replacing the *Stratocruiser* formerly used, the airline was able to increase service between the Twin Cities and New York, add another flight to Tokyo, Manila, Pusan Okinawa, and to boost its all-cargo flights between Seattle and Anchorage from three to five times per week. Besides leasing the plane, six turbocompound *Super Constellations* were ordered as part of the airline's new fleet expansion program. To finance this order, NWA entered into a credit agreement with a group of 14 banks for its $21,800,000 loan.

SAS Starts Surveys

STOCKHOLM—Since research for business purposes consumes so much time that could be put to better use, a series of World Trade Bureau reports were initiated that will stimulate trade and greater understanding between businessmen of the United States and those of other countries. Actually the series, starting with Norway, Denmark, Germany and Sweden and instituted by Scandinavian Airlines System, consists of a concise and clear survey of facts and figures that should prove helpful to any individual or organization concerned with foreign trade. Each survey contains interesting data on such topics as: The Country and the People (Area and Population), Currency, Investments, Taxes, Foreign Trade, Controls, Industries, Terms of Sale, etc. These reports, SAS said, are available to all industrialists and businessmen interested in foreign trade. They definitely prove, the carrier feels, that SAS is not only concerned with transporting cargo and passengers but is also prepared to assist the businessman whenever possible.

THIS IS A SPECIAL RUSH JOB— NEW YORK WANTS THE LOCKS FOR THE S. S. UNITED STATES
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FATHER TIME THREW US A CURVE, CHIEF.
WE CAN MAKE IT WITH TIGER AIRFREIGHT— THAT'LL GIVE US EXTRA PRODUCTION TIME.

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TWA Buys 2 Speedpaks

NEW YORK—Purchase of two *Constellation* Speedpaks for cargo carrying purposes has increased the cargo carrying capacity of Trans World Airlines by 133%. Used on the airline's international routes, the Speedpaks—now six in all for TWA—are pods 33 feet long, 7 feet wide and 3 feet deep that are attached to the underside of a *Constellation;* they can accommodate from 5000 to 8000 pounds of airfreight. The carrier uses them on its routes east of the gateway cities of Shannon, London and Paris.

In St. Louis, approval was granted to TWA for the construction of a second line maintenance hangar. This building will cost an estimated $1,300,000.

Volume to Increase by '65

NEWARK—Where 52,000 tons of airfreight were handled last year at Newark Airport here, it is likely that over 200,000 will be handled by 1965. This was the prediction made by Joseph M. Byrne, Jr., vice chairman, Port of New York Authority and given to the Ironbound Manufacturers Association. Byrnes stated that the airport is being developed to take care of a majority of air cargo flights moving through the port area, and that the new passenger facilities, when completed, will release the present terminal for airmail and air express purposes.

To carry on its role as the major air cargo terminal in New York's metropolitan area, the field's acreage has been doubled from 1400 acres to about 2300 acres, or around four times the size of La Guardia Airport.

Flies Spearmint Roots

SOUTH BEND—Only a few spots in the world have soil just proper for the growing of spearmint plants from whose oil comes the flavor that goes into spearmint gum. However, some possible new sources have been located in Belgium and Northern Italy, and to these places the Wm. Wrigley Jr. Company sent two 75 pound drums containing delicate young spearmint roots that had been grown near here. Packed in wet spagham moss, the spearmint roots were shipped to New York and from there flown by Sabena Belgian Airlines for delivery to two experimental stations of the Belgian Department of Agriculture. Should the tests prove satisfactory, the gum may soon originate in Europe for distribution to that part of the world. Current sources of supply are only in northern Indiana and western Michigan.

Bell Aircraft Hits 1000

FORT WORTH — Bell Aircraft Corp. was proud to announce that its 1000th Model 47-type helicopter has rolled off the production line at its Texas Division here. This is the type craft that since the summer of 1950 has been successfully hauling cargo and troops in Korea. The first to be produced came out in 1943. Since then, some 500,000 flying hours have been chalked up by the Model 47 in virtually every part of the world. The 1000th 'copter was sent to Wiggins Airways in Massachusetts, which, back in 1947 had purchased the 47th produced by Bell. That 'copter is still being used daily, the manufacturer said.

Fly Tokio News to Prince

SAN FRANCISCO — While on tour through the United States and Canada, Japan's Crown Prince Akihito was still kept abreast of the latest news in Japan, Northwest Airlines announced. Although printed thousands of miles away, Tokyo's five major newspapers were still delivered to the Crown Prince the same day in which they appeared. Of course, only air transportation could accomplish this feat; flight time from Tokyo averaging 17 hours. Akihito was greeted upon his arrival here by the Japanese ambassadors to the United States and Canada.

Brazil Orders More Planes

RIO DE JANEIRO—Brazil is fast becoming an air-minded nation. Proof of this is that two of its leading airlines are making substantial additions to their fleets. One of these, Real Transportes Aereos, has recently ordered four *Convair-Liner* 340s to be operated over its domestic routes and to Paraguay and Uruguay. The first of these transports will be delivered in July, 1954, the rest to follow before the end of that year.

Varig, or S.A. Empresa de Viacao Aerea Rio Grandense, which began its operations as far back as 1927, has signed a contract with Lockheed for three turbo-compound *Super Constellations*. These will comprise the start of Varig's new four-engine fleet for international routes. Delivery is scheduled for early 1955.

Transport Becomes TV Lab

FILTON, ENGLAND — Roughly 3000 pounds of electrical and other special equipment is currently being installed aboard a British Overseas Airways *Stratocruiser* at the carrier's maintenance shops here. The transport has been chartered by the CBS television network in order to give the American people 'same day' viewing of Britain's Coronation ceremonies.

To work the transformation that will make the luxury airliner into a flying laboratory, 12 seats were removed from the upper deck and editing tables, splicers, viewers, cue-markers and other materials are being installed. These will permit CBS editors, technicians and commentators to integrate their material while in flight to form a one hour TV show. BOAC's engineers and flight personnel are working closely with the CBS-TV technicians to insure quick and safe modifications for the important role to be played by the transport.

NO CRATING

From Stockholm to New York came an offset printing press weighing all of one and one-half tons. As with most heavy machines that move by way of air-freight, the press needed absolutely no crating for protection, which afforded the shipper thereby considerable savings in packing costs and weight. Lashed merely to a steel plate, the press flew the 3900 mile trip and arrived in excellent condition. A Scandinavian Airlines System cargo plane handled the assignment quick and easily.

'53—THE BEST YEAR YET IN AIR CARGO

Flies Jet Engines, Hops

PARIS—Contrary to popular opinion, noted Pan American World Airways, its cargo loads out of the French capital do not consist mainly of perfume, wine and 'haute couture.' Actually, cargo loads vary considerably, "from jets to hops," the airline said. Both jets and hops amounting to three tons of cargo were flown at one time, bound from Paris to Rio de Janeiro by Pan Am. The three tons broken down consisted of five turbo-jet engines and 20 sacks of dried hops.

MAILBAG MEMOS

Business that has carried me away from the office, and the press of current activities has caused this letter to be delayed too long.

I am, however, no less enthusiastic about my appreciation for the "Cargo at Paris" article . . . which appeared in your magazine some months back. Our cargo facilities have never been written up more competently.

The story, well implemented with interesting photographs, was fluent and instructive. Please accept this expression of our gratitude for a job extremely well done.

Sincerely yours,
Victor T. Raeburn
Manager of public relations
and advertising
AIR FRANCE

★

We are glad to state that from the point of view of Cargo Sales, we have found AIR TRANSPORTATION quite interesting and instructive. The undersigned is a regular subscriber.

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Congratulations

AIR EXPRESS: P. H. (Pat) Cummings, general manager of REA's Air Express Division, started in the express business before the Wright Brothers started to fly. Nevertheless, the airplane came to have a direct and lasting influence on him, as it did with many others. Cummings received the first load of air express coming non-stop from New York to Chicago back in 1919, and he saw the first air express planes take off, in 1927. In April of this year, he celebrated his golden anniversary in the business.

Air Transport Association: After four years with the Civil Aeronautics Administration, Jack M. Bowman has joined the Operations Department of the ATA. His major work now concerns various operational programs and liaison work with the CAA, CAB, ACC, ICAO and the Department of Commerce. He had been a Navy pilot from 1942 to 1945, serving in the Pacific.

Braniff International Airways: All 15 of the airline's directors were reelected at the annual stockholders' meeting. After the stockholders' session, the following officers were reelected: T. E. Braniff, president; C. E. Beard, executive vice president; J. W. Miller, vice president, and R. C. Shrader, vice president.

Civil Aeronautics Board: A former U. S. Senator and a former U. S. Representative—Chan Gurney and Harmar D. Denny—were sworn in as members of the CAB. Gurney has already served as a member for two years, and Denny has taken over the post vacated by Donald W. Nyrop. Denny was appointed to his new post by President Eisenhower.

Pan American World Airways: Having graduated from Yale in 1920, been given an honorary Master of Arts degree from Yale in 1937, and been elected to the Yale Corporation in 1949, Juan T. Trippe, president of PAA, was recently elected a fellow of Yale Corp., according to the University's president, Whitney Griswold. At a meeting of the carrier's board, James S. Rockefeller was made a director of the company. Rockefeller's election is still subject to the approval of the CAB, however, as of this writing.

AIR CARGO-AIRMAIL MEN MEET

Washington, D. C. was the scene of a three day semi-annual conference at which the men shown here met to discuss the industry's cargo problems. Reading from left to right, the men are: Emery Johnson, vice president of Air Cargo, Inc.; Charles Hood, assistant to the vice president-sales, National Airlines; Admiral E. S. Land, president of the Air Transport Association; Guy Springer, of Capital Airlines and chairman of the conference as well as head of the Air Cargo advisory committee; Gordon Baine, director of the Bureau Air Operations-Civil Aeronautics Board; and James Vernor, executive director of the Civil Aeronautics Board.

QEA Buys *Super Connies*

SYDNEY—Seven turbo-compound *Super Constellations* were bought by Quantas Empire Airways in order to modernize its international fleet. According to the company, its orders for the Lockheed aircraft and spare parts come to $15,000,000, and the first of its new fleet will be delivered early in 1954. The *Super Connies* will be used, Quantas added, on its mainline routes linking this city with London, Singapore and Johannesburg.

More Lift Added

BERLIN—Additional lift is now being provided in the 'little airlift' between this city and Hamburg with the addition of a Bristol *Freighter*. Sent from Filton, England, for service with Air Charter Ltd., the cargo plane is operating as a pure freighter, but it will be returned eventually to England for conversion as a Mark 31E for mixed cargo-passenger operations.

Inaugurates New Service

NEW YORK—An effective method has been worked out by KLM Royal Dutch Airlines wherein shippers from all points in the United States can have their shipments placed aboard a KLM transport in this city without unnecessary delay. Known as 'Expediter Service,' the system prevents delays in the transshipment of goods coming from interior cities at La Guardia Airport for delivery to KLM at Idlewild. Faster service is further effected by two trucking delivery services daily, one which leaves from the carrier's terminal at Pearl Street, the other which calls at every domestic carrier terminal at La Guardia before going to Idlewild. This new accommodation, the carrier claims, has been designed to eliminate obstacles that previously had reduced the speed with which transshipments could be handled here.

Still another service has been added, this the inclusion of Cayenne, the capital of French Guiana, into the carrier's Caribbean network. Cayenne marks the thirty-third city to be served by KLM.

PROPOSED AIRDOCK

For the quicker loading and unloading of cargo and passengers, J. D. Crichton, airport engineer for United Air Lines, points out the features of the airdock he has designed. Whiting Loadair tracks (see AIR TRANSPORTATION, February 1953) are used as the key element in the device which appears to be a finer application of the Loadair principle. Listening to Crichton's explanation are UAL's president W. A. Patterson, in the center, and vice president-transportation services, D. F. Magarrell.

Airdock Designed by Engineer To Expedite Ramp Activities

CHICAGO—Present airline methods of loading and unloading cargo, baggage and passengers may undergo a change with the adoption of an airdock designed by J. D. Crichton, United Air Lines' airport engineer. As visualized by Crichton, the proposed structure would be equipped with Whiting Loadair tracks, conveyor belts and other devices, such as those currently in use by Avianca. An incoming plane would be taxied onto the Loadair tracks and towed into position for either loading or unloading or for servicing. Refueled and reloaded without the ramp vehicles currently used for such purposes, the transport can be ready for takeoff in less time than is now possible.

The airdock itself, now under study, would be a two-level structure, the upper level containing a waiting room and direct access to or from the plane. The lower level would have three sections, one for cargo handling, one for baggage claiming and the third for housing equipment to heat or cool the cabins of the waiting planes. Delivery of luggage and small packages would be facilitated by a steady inflow of conveyors set in motion as soon as the plane comes to a halt. According to UAL's vice president-transportation services, "We still are in the planning stage but it already is evident that the airdock would simplify and accelerate ramp activities. Construction costs would be considerable but they must be weighed in terms of immediate and long-range advantages. Airdock maintenance would be economical, for example, compared with purchase and upkeep costs of present ground equipment."

The Only air cargo story
BOXCARS IN THE SKY

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10 Bridge Street New York 4, N. Y.

VIPs In Flight

PRESIDENT ERNEST H. PEABODY, of Peabody Engineering Corp., has departed for Europe to look over the possibility of giving the Continent's heavy industry a 'shot in the arm.' Flown from New York to London by **Trans World Airlines,** Peabody, who is 83 years old, collaborated with Peabody Ltd., there on the problems of piping refinery gas from Saudi Arabia up to England. Realization of the project is expected to offer 'limitless possibilities,' Peabody believes.

Municipal officials from various United States and Canadian cities flew out of New Orleans aboard **Panagra's** 'El Interamericano' to attend the Fourth Inter-American Municipal Congress at Montevideo. The delegation of fifty officials was headed by New Orleans' mayor, deLesseps Morrison, who is also president of the Inter-American Municipal Organization.

A small crew of models and photographers headed by fashion editor, Melane Witt, of Junior Bazaar, flew to Caracas in order to shoot some pictures there. The pictures were for a special *Harper's Bazaar* fashion feature, and **LAV (Linea Aeropostal Venezolana)** took them all to the desired spot.

For a visit to the Kiwanis Club at Casper, Wyoming, the members of the Capitol City Kiwanis Club of Denver flew via **Frontier Airlines,** were feted there, and returned the same way. According to the Casper Chamber, the city is interested in anything that was beneficial to the area, was interested also in Frontier, and Frontier's service to Casper was considered vital.

Avianca Increases Service

BOGOTA — Avianca of Colombia has inaugurated a new, weekly flight to Frankfort and Hamburg, Germany. Trips starting on Fridays and returning on Sundays, fly over a route that includes this city, Bermuda, Santa Maria, Lisbon, Madrid and Paris.

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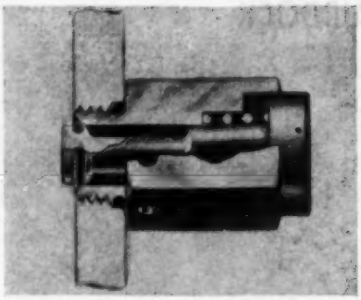
NEW EQUIPMENT FOR THE *Shipper & Carrier*

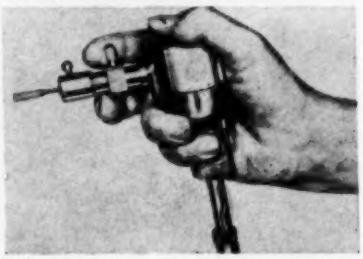
FIRESTONE TIRE & RUBBER COMPANY: The first main wheel tubeless airplane tire ever to be developed has already been successfully flight tested. Designed to reduce the weight of aircraft, the tire, which uses nylon fabric, is 20% lighter than the postwar airplane tire and tube. This newer development, the company claims, can save time, money and space inasmuch as the purchasing, shipping and storing of tubes can be entirely eliminated. Though developed for the Navy and tested on a Navy SNB-5, the tubeless tire can offer these same advantages and savings to commercial airlines. The weight saving per plane ranges from 7 to 125 pounds, depending upon the size and number of tires used.

James-Pond-Clark: Only four working parts make up the new, manually operated 'release' valve now featured. These parts are designed to permit the rapid escape of air pressure systems, the bleeding of air out of fluid systems, etc. Dead-tight sealing is assured by an ingenious 'O' ring principle. The valve is held closed by a spring when manual pressure is released, the quick operation eliminating the hazards involved where petcock types of valves are normally used and sometimes not turned off. Made of anodized aluminum for offering resistance to oxygen and most corrosive atmospheres, the valve's overall external length is less than one inch, and delivery, the manufacturer claims, takes from 30 to 60 days.



Raymond Corp.: The firm's Electric Tiering Truck can rush in where only hand trucks can go. It can stack a pallet load in an aisle just six feet wide mainly because the rider-type truck is extremely compact and exceptionally maneuverable. Thus crowded aisles and areas, aircraft, boxcars, warehouses and truck trailers offer no serious problem—it even weighs less than conventional tiering trucks. Raymond also recommends that it be operated in elevators or on light-capacity floors like lofts. The firm is justifiably proud of its latest industrial truck and will even arrange for demonstrations.

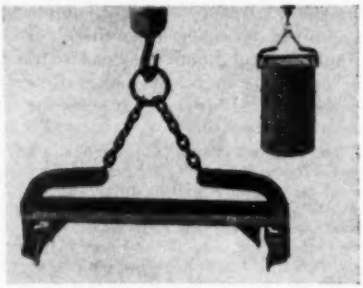
Engis Equipment Company: For filing, lapping, scraping, honing, polishing and similar services, a new precision reciprocating machine is now available. Known as the Di-Profiler, the machine, with its many accessory tools, permits greater speed and accuracy in all its applications, even where the most delicate and intricate pieces are involved. Lightweight—less than 16 ounces—and simply constructed, the Di-Profiler has a controlled stroke, variable from 0 to 6mm (¼ inch), and a speed reciprocation that can be varied from 0 to 100 strokes per second. According to the company, it is



free from vibration and easily controlled during operation. It is ideal for honing and lapping straight and curved surfaces, reworking hardened materials, finishing complicated molds and dies and for precision lapping of small holes.

Mercury Manufacturing Company: Many improvements in both performance and construction have gone into the making of the firm's new Model 430 Yak fork truck. For performance, the new Yak features higher maximum fork elevation, faster speed, ability to right-angle in narrow aisles, shorter outside turning radius and a lighter chassis. For construction, it features a simplified hoisting mechanism, improved travel controls, an all-new drive assembly, an improved frame and a new steering axle. Furthermore, there is maximum protection offered the driver by the dash in the Yak's frame. A built-in step makes mounting and dismounting easier, and though a sit-down truck, its prices are identical with those of the stand-up model.

Palmer-Shile Company: From these designers and manufacturers of a long line of materials handling equipment now



comes a vertical drum lifter that, the firm says, saves plant space and was developed to handle open and closed drums. It has a sure-hold safety barrel grip, and an all-steel construction with a heavily welded chain—sturdy enough to assure the user a long life of serviceability. It can be used for either high or low ceiling conditions, which makes the vertical drum lifter a very versatile piece of equipment indeed.

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Freighter Goes to MCA

EDMONTON, ALTA.—Purchase of a Bristol *Freighter* by Maritime Central Airways increases the carrier's fleet to 19 aircraft. The Mk 31 was purchased from Associated Airways Ltd., of this city, and it is now being used by MCA mainly on its northern airfreighting services. While a fair portion of the airline's services consist of scheduled operations in the Maritime Provinces, 80% of its business consist of charter operations.

Can Convert *Connies*

NEW YORK—Converting a cargo-passenger *Constellation* to an all-cargo transport can now be easily accomplished by the special cargo tie-down kits that Trans World Airlines uses. Changing the aircraft's interior to accommodate cargo only is accomplished by removing half of the plane's seats and tying them down on the other half of the seats. In this way, an additional 8600 pounds of cargo can be flown, or, considering the space available in the belly compartments, a payload of 13,000 pounds.

TWA stated that use of convertible-cargo *Constellations* will be limited to miscellaneous small general cargo, and to special cases as well where the available cargo loads are heavy in one direction and the passenger load negative. These kits are available for the carrier at Idlewild here, Shannon and Paris.

Jet Flights Show Profit

LONDON—Having completed its first year of *Comet* operations, British Overseas Airways Corporation found that it had achieved an average overall load factor of 79%, 4% more than is required for making a profit. Since its inauguration of jet flights from this city to Johannesburg, BOAC opened three additional routes, and is now planning further extensions of these 'eight miles a minute eight miles high' services. Said the carrier's chairman, Sir Miles Thomas, commenting on the anniversary, "In its first year of operations the *Comet* has indeed revolutionized international air transportation."

AIRFREIGHT FORWARDERS

ACME AIR CARGO: A shipment originating in Chicago was moved by the company from Miami to Bogota that consisted of 88,000 pounds of tractor parts. Though sent via surface transportation from the Windy City, only airfreighting could move it quickly and economically to its destination in Colombia.

▸ **Airborne Flower & Freight Traffic:** Having recently expanded its general offices to double their former size, the company has also installed Robert W. Catchen in San Francisco as its District Manager. His former position, that of Claims Manager was taken over by George B. Ryan, Jr., formerly associated with Northeast Airlines and TACA.

▸ **Airborne Flower & Freight Traf-**Alan Barnett, treasurer of the firm, has embarked for Europe. While there, he intends to visit the agents and customers of the firm during his six weeks' trip.

▸ **Emery Air Freight Corp:** John C. Emery, head of the firm, has called for stricter enforcement of CAB regulations governing airfreight forwarders. Claiming that some forwarders have played "fast and loose" and engaged in "illegitimate practices," Emery added that his firm "hopes less for a certification of forwarders than for an extension of the present experiment." With the CAB regulation under which domestic forwarders were set up as indirect air carriers back in 1948 expiring toward the end of this year, a new proceeding determining the future of these carriers is expected to start shortly. Concerning this, Emery said that "we'd like to see it made a little more difficult to get into the forwarding business."

Flies 50% of Air Exports

NEW ORLEANS—Approximately 50% of all the export airfreight leaving this port is flown by TACA International Airlines, according to the firm's officials. Back in 1947, TACA flew about 170,000 pounds of airfreight per month, but this volume has gained so that by 1952, the monthly average has grown to 500,000. Out of New Orleans, southbound, TACA flies tools mostly, pharmaceuticals, textiles, baby chicks, household appliances, toys, cameras, clothing, etc. From Mexico City, it takes office furniture, Spanish periodicals, art, piece goods and phonograph records. Into New Orleans, the carrier flies the wealth and manufactures of the neighbors to the south.

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Mr. A. Tee Presents FACTS and FIGURES

AVIANCA: Gross income from air-freight operations during 1952 amounted to $5,485,000, somewhat greater than Colombia's national budget in 1919, $5,383,000, when Avianca first started. The 1952 figure represents 25% of the carrier's gross income for that year.

Bonanza Airlines: Mail and express traffic for the first quarter of the current year rose 250% and 1425% respectively over the same period last year. These gigantic increases are attributed by the airline largely to an expansion of its route from Phoenix to Los Angeles. As a result of these figures, the company's officials are looking forward to 'a banner year' during 1953.

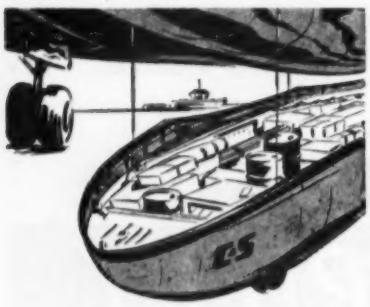
British European Airways: During its fiscal year, 1952-53, the carrier realized an increase in airfreight of 13%, and now looks forward to an even greater year for the current period. The full amount of airfreight carried came to 14,100 tons.

Continental Air Lines: The total, $590,037 listed as net income for 1952, represents a 54% increase over the 1951 figure. During the year air express revenue climbed 40%, and airfreight revenue went up 43%. Total operating revenues also increased, to 26%, while total operating expenses rose 2% above that. With these figures, Continental feels that it is progressing nicely.

Flying Tiger Line: Domestic airfreight revenues for March of this year set a new record for the month with revenues totaling about $570,000, a gain of 28% over those of March, 1951. Those figures, however, do not include its overseas traffic nor its airfreight work operated under a Navy contract. According to a recent study of its 1952 traffic, FTL noted that its total domestic airfreight shipments gained 35% over the volume handled in 1951.

Pacific Northern Airlines: "The year 1952," remarked A. G. Woodley, president of the line, "marked the period of greatest growth and development in Pacific Northern's 21 years of continuous service to Alaska. New records were established in traffic, revenues and earnings—growth was well over 100%." The volume of airfreight and revenue carried increased 157% during the year, and airmail increased 139%. For 1953, the company has embarked on a two million dollar expansion program.

United Air Lines: Mail, express and airfreight traffic for March increased an aggregate total of 49%. Broken down, the gains came to 4% in the number of airmail ton miles flown, 39% for air express and 6% for airfreight. Comparing March's totals with those of February, mail increased 10%, express 6% and airfreight most of all, 21%.



Connie's 8000 lb. Papoose

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Venezuela, Jamaica, Cuba

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C&S CHICAGO & SOUTHERN AIR LINES

Sees Healthy Progress

CHICAGO—At the company's annual stockholders meeting, W. A. Patterson, president of United Aid Lines, foretold of a continued normal healthy progress for the airline industry. Any ending of the Korean War, he said, would probably bear no immediate effect on airline business, and an approximate 15% abnormal demand that was created by the national emergency would most likely be offset by normal increases within the year. At this meeting, all 10 directors of the airline were reelected.

New Pact Signed by Sabena

BRUSSELS—Officials of Sabena Belgian Airlines recently disclosed that a new interline agreement was signed with Southwest Airways Company in order to strengthen its position in the far western portions of the United States. Southwest is a feeder line with headquarters in San Francisco; it covers 33 cities on the West Coast from Los Angeles all the way up to Medford, Oregon. This latest agreement, Sabena said, is one of a number of such interline pacts the carrier has signed with various other airlines in the western hemisphere.

Fly Delicate Equipment

OAKLAND—Two electronic tube testing machines, extremely delicate pieces of equipment, were flown with very little crating across the nation from this point to Binghamton, New York by The Flying Tiger Line. Airfreight was considered a must for these machines owing to their delicate nature and virtual elimination of packaging ordinarily required with surface transportation. The shipment was part of a contract signed by Sylvania Electric and the U. S. Army Signal Corps. The entire shipment consisted of 34 pieces of delicate parts that totalled 13,912 pounds.

Ft. Worth Gets New Hangar

FORT WORTH—This city's Greater International Airport now boasts a new $1,600,000 hangar-shop-office building covering 28 acres of land. With a combined floor area of about 90,000 square feet (about two acres) and a hangar area that can accommodate four DC-6Bs or six *Convairs* at one time for overhaul and maintenance, the modern structure is spacious, solid and fully equipped for a variety of purposes.

List Gains in Pakistan

KARACHI—Air cargo volume in Pakistan is increasing steadily. Two of the country's leading airlines have reported sizable volumes indicating gains. During the last quarter of 1952 alone, Orient Airways flew 1,739,038 ton miles of freight, and Crescent Air Transport flew 1,647,407 ton miles.

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BOOKS

STUDENTS for years have been using the popular aviation-mechanics' reference manual known as **Civil Air Regulations & Reference Guide for A&E Mechanics,** a new edition of which has just been released. The book has proved repeatedly an asset to those seeking an aviation mechanic's license as well as a reference book for A&E mechanics. It contains reprints of regulations on the repair and airworthiness of aircraft and engines, requirements for an authorized repair business, requirements for obtaining a certificate, etc. Questions and answers on civil air regulations, samples of the many printed forms that mechanics must use and the many air regulations contained in the book, make it an invaluable aid to those who are closely connected with the mechanics of aviation as well as to those who want to be. (Aero Publishers, Inc., 2162 Sunset Blvd., Los Angeles, Calif.; 120 pages, $2.00.)

Many excellent photographs, illustrations and charts help to make John R. Immer's book, **Materials Handling,** a thorough study of the field. Throughout his book, Immer stresses the realistic, practical and positive treatment, the time and labor saving methods that help to move cargo, whether going by air, ship, rail or truck, as quickly and as efficiently as possible. With a writing ability that is always clear and concise, he cites case histories, notes improvements, considers organizational problems and devotes considerable time to researches and advances. Each section of the book, furthermore, has been checked by qualified experts to make it a more exact and valuable contribution to the field it covers. Teaching aids, bibliographies and a list of films are also included in the book. (McGraw-Hill Book Co., 330 W. 42nd St., NYC; 591 pages, $8.00.)

Somewhere, as you progress into the book, it begins to lose the aspect of a dry non-fiction report and to read more like science fiction. That's just one of the special features that make William Haynes' **Cellulose The Chemical That Grows** so valuable. For cellulose itself is an amazing product, full of surprises in its application and adaptability, and the history of its development and many uses is also full of surprises. All of the story is fascinating, and all fascinatingly told and beautifully illustrated in this handsome book. Don't let the title throw you off. You don't have to know chemistry to understand it, or to appreciate what has been done and what is being done in the field; it makes sense to the layman. The book comes with a handy chronology listing the history of cellulose from before 3500 B.C. to 1950. (Doubleday & Co., Garden City, N. Y.; 386 pages, $4.00.)

Meeting Held in Tennessee

KINGSPORT, TENN.—A joint Import-Export meeting was held at Johnson City sponsored by the Appalachian Traffic Club, which represents the Tri-Cities area (Kingsport, Johnson City, Bristol) and the TenneVa Association of Purchasing Agents. Held at Johnson City, the meeting featured such prominent figures as John S. Correll from Atlanta's Department of Commerce, E. M. Ilzhoefer, purchasing agent for the Esso Export Corporation, and many others. The meeting, reports stated, was well attended.

Gets More Planes, Space

SAN DIEGO—By way of expansion, six additional *Convair-Liner* 340s were ordered by KLM Royal Dutch Airlines. This new order will bring the total of these transports up to 12 for KLM by the end of 1954. In Chicago, further expansion was made by the renting of 1300 square feet of office space on the ground floor of the Champlain Building. This additional space, officials of the firm said, will provide increased facilities for the handling of traffic to Europe.

CPA Increases Service

VANCOUVER, B. C.—Inauguration of its new DC-6B aircraft has enabled Canadian Pacific Airlines to increase its Vancouver-Tokyo service to three times a week. By using the new transports, flight time over this route has been cut to 18 hours, and on the Vancouver-Sydney flights to 33 hours.

Luscombe, Temco Merge

DALLAS—Completion of the merger of Luscombe Airplane Corporation with Temco Aircraft Corporation has been announced by Robert McCulloch, Temco president. As a result, Luscombe will hereafter be known as Temco's Garland plant, since it is the desire of the management to build the name of Temco, a rapidly growing aircraft manufacturer, rather than that of Luscombe, which is now deceased.

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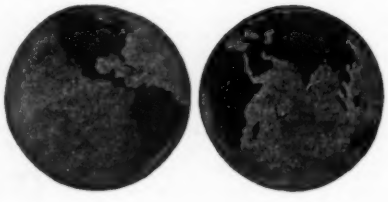
in all the world 

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International Airline Cargo Rates

(Including U. S. possessions and territories)

Air cargo rates quoted in this section refer only to points served *direct* by carriers, or by transshipment aboard aircraft of the *same* company. Interline agreements among most carriers enable shippers to route their cargoes via connecting airlines to nearly every part of the world. Rates are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

Air carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage
BAL—Baltimore
BGR—Bangor, Me.
BUJ—Beaumont, Tex.
BOS—Boston
BRO—Brownsville, Tex.
BTV—Burlington, Vt.
CHS—Charleston, S. C.
CHI—Chicago
CLE—Cleveland
CRP—Corpus Christi, Tex.
CTB—Cut Bank, Mont.
DAL—Dallas
DEN—Denver
YIP—Detroit
DLH—Duluth
ELD—El Dorado, Ark.
ELP—El Paso
EVV—Evansville, Ind.
FWA—Fort Wayne, Ind.
FTW—Fort Worth
GFK—Grand Forks, N. D.
GRW—Greenwood, Miss.
BDL—Hartford
HAV—Havana
HOT—Hot Springs, Ark.
HOU—Houston
HNL—Honolulu
IND—Indianapolis
JAN—Jackson, Miss.
JAX—Jacksonville
MKC—Kansas City, Mo.
KIN—Kingston, Jam.
LRD—Laredo
LIT—Little Rock, Ark.
LAX—Los Angeles
MEM—Memphis
MEX—Mexico City
MIA—Miami
MKE—Milwaukee
MPS—Minneapolis-St. Paul
MOB—Mobile
UL—Montreal
MSY—New Orleans
LGA—New York (La Guardia)
IDL—New York (Idlewild)
EWR—Newark
ORF—Norfolk
NLD—Nuevo Laredo, Mex.
OAK—Oakland, Calif.
OMA—Omaha, Nebr.
PUK—Paducah, Ky.
PIA—Peoria, Ill.
PHL—Philadelphia
PIT—Pittsburgh
PDX—Portland, Ore.
PVD—Providence
QY—Sydney, N. S.
STL—St. Louis
SLC—Salt Lake City
SAT—San Antonio
SFO—San Francisco
SAV—Savannah
SEA—Seattle
SHV—Shreveport, La.
GEG—Spokane, Wash.
SGF—Springfield, Mo.
TPA—Tampa
HUF—Terre Haute, Ind.
TOL—Toledo, Ohio
YTO—Toronto, Ont.
VR—Vancouver, B. C.
DCA—Washington, D. C.

AIRLINE SYMBOLS

A—American Airlines
AE—Aerovias Ecuatorianas
AF—Air France
AL—Aerolineas Argentinas
AV—Avianca
B—Braniff International Airways
BC—British Commonwealth Pacific Airlines
BO—British Overseas Airways Corp.
CS—Chicago & Southern Air Lines
C—Colonial Airlines
E—Eastern Air Lines
EA—Expreso Aereo Interamericano
EL—ELAL (Isreal Airlines)
K—KLM Royal Dutch Airlines
L—Lineas Aereas Mexicanas (LAMSA)
LA—Lineas Aereas Costarricenses (LACSA)
LI—Linee Aeree Italiane (Italian Airlines)
LV—Lineas Aeropostal Venezolana
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and Panagra
PH—Philippine Air Lines
R—Riddle Aviation Co.
S—Sabena Belgian Airlines
SS—Scandinavian Airlines System
SW—Seaboard & Western Airlines
SR—Swissair
TA—TACA International Air Lines
T—Trans-Canada Air Lines
TW—Trans World Airlines
U—United Air Lines
W—Western Air Lines

SPECIAL NOTES

COMMODITY RATES: Apply to airlines.

AF: Valuation charge is applicable only on shipments equal to or more than $7.48 per pound.

K: Valuation charge is only on shipments with a declared valuation in excess of $7.48 per lb.

L: Shipments of less than 22 lbs. are sent air express.

P: Valuation charge is only on shipments with a declared valuation in excess of $7.48 per lb.

PH: To any destination in the Philippines served from Manila by PAL (where routing is via PAL from San Francisco) add 10¢ per pound to rates shown as applying to Manila.

SW: Special rates for shipments of 1000 lbs. and over.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TC: Cheaper "deferred" rate available. Contact airline direct.

RATE SYMBOLS

* This involves onward carriage by another airline.
** Per $100 (Canadian Currency) value, pro-rata.
‡ Minimum charge for this shipment is that for 25 lbs.
^ Rate of 25 lbs. or less.
˅ Minimum weight 50 lbs.
† Minimum charge per shipment $3.00.
^^ Minimum charge per shipment $4.00.
†† Minimum charge per shipment $7.00.
ƒ Minimum charge per shipment $6.00.
df Daily freighter service.
tw Truck to Miami.
c Canadian Currency.

Destination	Airport and Airline		RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Abidjan, Ivory Coast	IDL	AF	1.73	1.30	.25	T,Th,Sa
"	BOS	AF	1.71	1.28	.25	T,Sa
Abo, Finland	IDL	SS	1.33	1.00	.25	Dly
Accra, Br. Gold Coast	IDL	P	1.73	1.30	.25	Su,Th
"	BOS	P	1.71	1.28	.25	Th
"	BOS	BO	1.71	1.28	.25	Th,Sa
"	IDL	BO	1.73	1.30	.25	Dly
"	IDL	AF	1.73	1.30	.25	W
"	BOS	AF	1.71	1.28	.25	T
Addis Ababa, Ethiopia	IDL	BO	2.19	1.64	.25	Dly
"	BOS	BO	2.17	1.63	.25	Th,Sa
Aden, Aden	IDL	BO	2.19	1.64	.25	Dly
"	BOS	BO	2.17	1.63	.25	Th,Sa
Ajaccio, Corsica	IDL	AF	1.27	.94	.20	M,W
"	BOS	AF	1.25	.94	.20	T
Albertville, Belgian Congo	IDL	S	2.03	1.52	.25	Dly except W
Alexandria, Egypt	IDL	LI	1.64	1.23	.25	W
Algiers, Algeria	IDL	TW	1.33	1.00	.25	Th
"	IDL	AF	1.33	1.00	.25	Dly
"	BOS	AF	1.32	.99	.25	T,Sa
"	BOS	TW	1.32	.99	.25	Th
"	CHI	TW	1.42	1.06	.25	Th
"	PHL	TW	1.36	1.02	.25	Th
Aleppo, Syria	IDL	AF	1.76	1.32	.25	T,Th,Sa
"	BOS	AF	1.75	1.31	.25	Sa
Amsterdam, Neth.	IDL	S	1.17	.88	.20	Dly except W
"	IDL	BO	1.17	.88	.20	Dly
"	BOS	BO	1.15	.86	.20	Th,Sa
"	MIA	BO	1.38	.98	.30	W,Sa
"	IDL	P	1.17	.88	.20	M,F,Sa
Amsterdam, Cont'd	BOS	P	1.15	.86	.20	Sa
"	IDL	SS	1.17	.88	.20	Dly
"	IDL	SR	1.17	.88	.20	Su,T,W,F,Sa
"	IDL	AF	1.17	.88	.20	Dly
"	BOS	AF	1.15	.86	.20	T,Sa
"	IDL	K	1.17	.88	.20	Dly
"	UL	K	1.12	.84	.22	F,Su,W
Anchorage, Alaska	SEA	NW	.23	.17	.15	Dly
"	MSP	NW	.41	.31	.15	Dly
Antigua, B.W.I.	IDL	P	.34	.24	.15	Su,W,Sa
"	MIA	P	.28	.18	.15	Su,W
"	MIA	BO	.25	.18	.15	W,Sa
"	IDL	BO	.34	.24	.18	M,W,Sa
Antilla, Cuba	MIA	P	.20	.10	.15	Dly
Antofagasta, Chile	MIA	P	1.13	.61	.20	Su,Th
"	MSY	P	1.19	.68	.20	Su,Th
"	HOU	P	1.22	.71	.25	T,W,Sa
"	BRO	P	1.22	.71	.25	T,W,Sa
"	LAX	P	1.35	.85	.25	W
Aracaju, Brasil	IDL	P	1.54	1.54	.25	Dly except M
"	MIA	P	1.26	1.26	.25	T,Th,Sa
"	MSY	P	1.53	1.53	.25	Su,T,Th
"	HOU	P	1.68	1.68	.25	Su,T,Th
"	BRO	P	1.60	1.60	.25	Su,T,Th
"	LAX	P	1.90	1.90	.25	M,W,F
Arecibo, P. R.	MIA	R	.12	.10½	...	Dly
"	LGA	R^^	.20	.17	...	Dly
Arequipa, Peru	MIA	P	1.00	.53	.20	M,Th,Su
"	MSY	P	1.06	.60	.20	Su
"	HOU	P	1.09	.63	.20	W,Sa,Su
Arequipa, Cont'd	BRO	P	1.09	.63	.20	Sa,W
"	LAX	P	1.22	.77	.20	M
Arica, Chile	MIA	P	1.06	.57	.20	Su
"	MSY	P	1.12	.64	.20	Su
"	HOU	P	1.15	.67	.20	Sa
"	BRO	P	1.15	.67	.20	Sa
"	LAX	P	1.28	.81	.20	F
Armenia, Colombia	MIA	AV	.58	.28	.15	M,T,W,F,Su
Aruba, N.W.I.	MIA	K	.30	.22	.15	Dly
"	UL	K	.45	.35	.15	M,F,W
Asmara, Eritrea	IDL	BO	2.04	1.53	.25	Dly
"	BOS	BO	2.02	1.52	.25	Dly
Asuncion, Paraguay	BRO	B	1.50	1.12	.25	M,F
"	CHI	B	1.50	1.13	.25	M,F
"	CRP	B	1.49	1.12	.25	M,F
"	DAL	B	1.50	1.13	.25	M,F
"	FTW	B	1.50	1.13	.25	M,F
"	HOU	B	1.49	1.12	.25	M,F
"	LRD	B	1.55	1.16	.25	M,F
"	MIA	B	1.39	1.04	.25	M,F
"	SAT	B	1.50	1.13	.25	M,F
Athens, Greece	IDL	LI	1.59	1.19	.25	M,W,F
"	IDL	BO	1.61	1.21	.25	Dly
"	MIA	BO	1.72	1.31	.25	Dly
"	BOS	BO	1.59	1.19	.25	Dly
"	IDL	AF	1.61	1.21	.25	W,Th
"	BOS	AF	1.59	1.19	.25	T
"	IDL	K	1.61	1.21	.20	W,F
"	UL	K	1.56	1.17	.25	W,F
"	IDL	EL	1.61	1.21	.25	T,Sa
"	IDL	SS	1.61	1.21	.25	T,F
"	IDL	TW	1.61	1.21	.25	Dly ex. T,F
"	BOS	TW	1.59	1.19	.25	W,Th,Sa
"	CHI	TW	1.68	1.27	.25	Dly ex. T,F
"	PHL	TW	1.63	1.22	.25	Dly ex. T,F
"	YIP	TW	1.66	1.25	.25	Dly ex. T,F
"	IDL	S	1.61	1.21	.25	Dly except W
"	IDL	SR	1.61	1.21	.25	Su,T,W,F,Sa
"	IDL	SW	1.28	1.03	.20	.....
Auckland, N. Z.	LAX	P	2.03	1.52	.25	Su,Th
"	SFO	P	2.03	1.52	.25	Su,Th
"	PDX	P	2.03	1.52	.25	Su,Th
"	SEA	P	2.03	1.52	.25	Su,Th
"	SFO	BC	2.03	1.52	.25	F
"	HNL	BC	1.39	1.04	.20	F
"	VR	BC	2.03	1.52	.25	F
"	BOS	BO	3.44	2.88	.25	Th,Sa
"	IDL	BO	3.86	2.89	.25	Dly
Baghdad, Iraq	IDL	BO	1.89	1.42	.25	Dly
"	BOS	BO	1.87	1.41	.25	Th,Sa
"	IDL	K	1.89	1.42	.20	T,W,Sa
"	UL	K	1.85	1.39	.25	W
Bahia, Brasil (*See San Salvador*)						
Bahrein, Arabia	IDL	BO	2.00	1.50	.25	Dly
"	BOS	BO	1.98	1.48	.25	W,Sa
Balboa, Canal Zone	MIA	P	.39	.19	.20	Dly
"	MSY	P	.45	.26	.20	T,Th,Sa,Su
"	HOU	P	.48	.29	.20	Dly
"	BRO	P	.48	.29	.20	Dly except Su
"	LAX	P	.61	.43	.20	M,W,F
Bamako, Fr. W. Afr.	IDL	AF	1.73	1.30	.25	Th
"	BOS	AF	1.71	1.28	.25	T
Bangkok, Siam	IDL	P	2.78	2.08	.25	M,T,Th
"	PDX	P	2.70	2.03	.25	M,W
"	SEA	P	2.70	2.03	.25	M,W
"	LAX	P	2.70	2.03	.25	M,W
"	BOS	P	2.76	2.07	.25	M,Th,T
"	SFO	P	2.70	2.03	.25	M,F,Sa
"	IDL	SS	2.78	2.08	.25	M,F,Sa
"	IDL	AF	2.78	2.08	.25	Th
"	BOS	AF	2.76	2.07	.25	T
"	IDL	BO	2.78	2.08	.25	Dly
"	BOS	BO	2.76	2.07	.25	Dly
"	BOS	BO	2.76	2.07	.25	Th,Sa
"	IDL	K	2.78	2.08	.33	Dly
"	UL	K	2.74	2.05	.27	Su,W,F
Bangui, Fr. E. Afr.	IDL	S	2.03	1.52	.25	Dly except W
"	IDL	AF	2.03	1.52	.25	T,F
"	BOS	AF	2.01	1.51	.25	T
Baracoa, Cuba	MIA	P	.18	.12	.05	Dly
Barbados, B.W.I.	IDL	BO	.44	.29	.15	Dly
"	MIA	BO	.33	.23	...	W,Sa
Barcelona, Spain	IDL	AF	1.27	.95	.25	M,T,Th
"	BOS	AF	1.25	.93	.25	T
"	IDL	S	1.27	.95	.25	Dly except W
"	IDL	P	1.27	.95	.20	M
"	BOS	P	1.25	.93	.20	M
"	IDL	SR	1.27	.95	.25	Su,T,W,F,Sa
"	IDL	BO	1.27	.95	.33	Dly
"	MIA	BO	1.38	1.05	.20	W,Sa
"	BOS	BO	1.25	.93	.20	Th,Sa
Barcelona, Venezuela	MIA	K	.41	.26	.15	W,F,M
"	UL	K	.56	.39	.15	W,F,M
"	IDL	K	.51	.35	.15	W,F,M
"	CHI	CS	.52	.35	.15	Dly
"	YIP	CS	.52	.35	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Barcelona, (Cont'd)	HOU CS	.49	.34	.15	Dly
"	MEM CS	.49	.32	.15	Dly
"	MSY CS	.45	.30	.15	Dly
"	MIA P	.41	.24	.15	Dly except T
"	IDL P	.51	.35	.15	T,Th,Sa
Barranca, Bermeja, Col.	MIA P	.54	.28	.15	Dly
"	IDL P	.64	.37	.15	Sa,Th
"	MSY P	.60	.35	.15	Dly ex. M,F
"	HOU P	.60	.35	.15	Dly
"	BRO P	.63	.38	.15	Dly except Su
"	LAX P	.77	.52	.15	M,Th,Sa
Barranquilla, Col.	MID AV	.39	.19	.20	M,T,W,F,Su
"	IDL AV	.49	.28	.20	Dly
"	MSY P	.45	.26	.20	Dly except M
"	HOU P	.48	.29	.20	Dly
"	BRO P	.48	.29	.20	Sa,Su,T,Th
"	LAX P	.62	.43	.20	M,W,F
"	MIA K	.39	.19	.15	Su,W,F,M
"	UL K	.54	.32	.15	M,W,F
"	IDL K	.49	.28	.15	M,W,F,Su
Basankusi, Belgian Congo	IDL S	2.03	1.52	.25	Dly except W
Basle, Switzerland	IDL SR	1.24	.93	.25	Su,T,W,F,Sa
"	IDL BO	1.24	.93	.20	Dly
"	MIA BO	1.36	1.23	.20	W,Sa
"	BOS BO	1.22	.92	.20	Th,Sa
Basra, Iraq	IDL K	1.93	1.45	.20	T,F
"	UL K	1.89	1.42	.25	F
"	MIA BO	2.05	1.56	.25	W,Sa
"	BOS BO	1.91	1.44	.25	Th,Sa
"	IDL BO	1.93	1.45	.25	Dly
"	IDL TW	1.93	1.45	.25	Su,F
"	BOS TW	1.91	1.44	.25	Su,F
"	PHL TW	1.95	1.46	.25	Su,F
"	CHI TW	2.01	1.51	.25	Su,F
"	IDL SR	1.89	1.42	.25	Su,T,W,F,Sa
"	IDL P	1.93	1.45	.25	Th
"	BOS P	1.91	1.44	.25	Th
Bastia, Corsica	IDL AF	1.27	.94	.20	Dly
"	BOS AF	1.25	.94	.20	T,Sa
Bayamo, Cuba	MIA P	.10	.09	.05	Dly
Beirut, Lebanon	IDL AF	1.72	1.29	.25	Sa,Su,M,T,Th
"	BOS AF	1.79	1.27	.25	T,Sa
"	IDL SS	1.72	1.29	.25	Th
"	IDL P	1.72	1.29	.25	M,T,Th
"	BOS P	1.68	1.26	.25	M,T,Th
"	IDL K	1.72	1.29	.20	Sa,Su,M,T,F
"	UL K	1.68	1.26	.25	F,Su
"	IDL BO	1.72	1.29	.25	Dly
"	MIA BO	1.84	1.39	.25	W,Sa
"	BOS BO	1.70	1.27	.25	Th,Sa
"	UL BO	1.68	1.26	.25	M,W,F,Sa
Belem, Brazil	IDL P	.94	.68	.20	Su,W,F
"	MIA P	.89	.61	.20	Sa,W,F
"	MSY P	1.28	.81	.25	Sa
"	HOU P	1.38	.85	.25	Sa,T,Th
"	BRO P	1.30	.81	.25	T,Th
"	LAX P	1.56	1.56	.25	Sa,W,F
"	IDL AL	.94	.68	..	F
Belfast, N. Ireland	IDL BO	1.07	.80	.20	Dly
"	MIA BO	1.19	.91	.20	W,Sa
"	BOS BO	1.05	.79	.20	Th,Sa
Belgrade, Yugoslavia	IDL SR	1.52	1.14	.25	Su,T,W,F,Sa
"	IDL BO	1.52	1.14	.25	Dly
"	BOS BO	1.50	1.12	.25	Th,Sa
Belize, Br. Hond.	MSY TA	.33	.17	....	F,T
"	MEX TA	.33	.24	..	F,T
"	IDL BO	.41	.32	.15	F,Sa,Su
"	MIA BO	.38	.24	.15	W,Sa
Bello-Horizonte, Brazil	IDL P	1.64	1.64	.25	Dly except M
"	MIA P	1.44	1.44	.25	T,Th,Sa
"	MSY P	1.56	1.56	.25	Su,T,Th
"	HOU P	1.77	1.77	.25	Su,T,Th
"	BRO P	1.69	1.69	.25	T,Th
"	LAX P	1.99	1.99	..	M,W,F
Berlin, Germany	IDL BO	1.30	.98	.20	Dly
"	BOS BO	1.28	.96	.25	W,Sa
"	IDL AF	1.30	.98	.75	Dly except F
"	BOS AF	1.28	.96	.20	T,Sa
"	BOS P	1.16	.87	.20	Dly
"	IDL P	1.30	.98	.25	Dly
Bermuda	LGA C	.15	.10	.10	Dly
"	DCA C	.15	.10	.10	Sa,M
"	IDL P	.20	.10	.05	Dly
"	BOS P	.20	.10	.05	Dly
"	UL T	.25	.19	.05	Th,F,Sa,Su
"	YTO T	.25	.19	.05	Th,F,Sa,Su
"	BOS BO	.20	.10	.05	Th,Sa
"	MIA BO	.25	.19	.05	W,Sa
"	IDL BO	.20	.10	.05	Su,F,Sa
Berne, Switzerland	IDL SR	1.24	.93	.25	Su,T,W,F,Sa
Birmingham, England	IDL AF	1.08	.81	.20	Sa,M,W
"	BOS AF	1.06	.80	.20	Sa
"	BOS BO	1.08	.80	.20	Th,Sa
"	IDL BO	1.08	.81	.20	Dly
Blantyre, Nyasaland	IDL BO	2.03	1.52	.25	Dly
"	BOS BO	2.01	1.51	.25	W,Sa
Bloemfontein, So. Africa	IDL BO	2.11	1.58	.25	Dly
	BOS BO	2.09	1.57	.25	W,Sa
Bobo, Dioulasso, Fr. W. Afr.	IDL AF	1.73	1.30	.25	Sa,T
	BOS AF	1.71	1.28	.25	Sa,T
Bogota, Colombia	MIA P	.54	.28	.20	Dly
"	IDL AV	.64	.37	.20	M,T,W,F,Su
"	MIA AV	.54	.28	.20	Dly
Bombay, India	IDL BO	2.37	1.78	.25	Dly
"	IDL BO	1.22	.91	.25	Dly
"	MIA BO	2.49	1.88	.25	W,Sa
"	BOS BO	2.35	1.76	.26	Th,Sa
"	CHI TW	2.45	1.84	.25	Su,T,F
"	IDL TW	2.37	1.78	.25	Su,T,F
"	BOS TW	2.35	1.76	.25	Su,T,F

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Bombay, (Cont'd)	PHL TW	2.39	1.80	.25	Su,T,F
"	YIP TW	2.42	1.83	.25	Su,T,F
Bonaire, N.W.I.	MIA K	.30	.22	.15	Dly
Bordeaux, France	IDL AF	1.22	.91	.25	Dly ex. Sa,W
"	BOS AF	1.20	.90	.20	Sa
Brazzaville, Fr. Eq. Af.	IDL AF	2.03	1.52	.25	W,Sa
"	BOS AF	2.01	1.51	.25	Sa
"	IDL K	2.03	1.52	.33	T,Sa
"	UL K	1.99	1.49	.25	F
Bremen, Germany	IDL SS	1.24	.93	.25	Dly
"	IDL P	1.24	.93	.20	M,Th,Sa
"	BOS P	1.22	.91	.20	Sa
Bridgetown, Barbados	UL T	.49	.37	.15	**Th
	TO T	.49	.37	.15	**Th
Brisbane, Aust.	IDL AF	3.44	2.58	.25	Sa
"	BOS AF	3.42	2.57	.25	Sa
Brussels, Belgium	IDL S	1.17	.88	.20	Dly except W
"	BOS P	1.17	.88	.20	Su,T
"	IDL SW	.92	.73	.20	.....
"	IDL SS	1.17	.88	.20	Dly
"	IDL AF	1.17	.88	.20	Dly
"	BOS AF	1.15	.86	.20	T,Sa
"	IDL K	1.17	.88	.20	Dly
"	UL K	1.12	.84	.20	W,F,Sa
Bucaramanga, Colombia	MIA AV	.54	.28	.15	Dly ex. Th,Sa
	IDL AV	.64	.37	.15	Dly
"	HOU P	.63	.38	.15	Dly
"	LAX P	.77	.52	.15	M,W,F
"	MIA AV	.54	.28	.15	Th
Buenos Aires, Argentina	IDL P	1.54	.89	.25	Dly except M
"	MIA P	1.47	.83	.25	Dly
"	MSY P	1.53	.90	.25	T,Th,Sa,Su
"	HOU P	1.56	.93	.25	Su,F
"	BRO P	1.56	1.16	.25	T,Th
"	LAX P	1.69	1.07	.25	M,Th,Sa
"	BRO B	1.56	1.16	.25	M,W,F
"	CRP B	1.56	1.17	.25	M,W,F
"	DAL B	1.59	1.20	.25	M,W,F
"	FTW B	1.59	1.20	.25	M,W,F
"	HOU B	1.56	1.17	.25	M,W,F
"	LRD B	1.61	1.21	.25	M,W,F
"	SAT B	1.56	1.17	.25	M,W,F
Bulawayo, S. Rhodesia	IDL BO	2.03	1.52	.25	Dly
	MIA BO	2.15	1.62	.25	W,Sa
	BOS BO	2.01	1.51	.25	Th,Sa
Cagliari, Italy	IDL LI	1.46	1.09	.25	Dly except Su
Caibarien, Cuba	MIA P	.14	.09	.05	Dly
Cairo, Egypt	IDL S	1.72	1.29	.25	Dly except W
"	IDL BO	1.72	1.29	.25	Dly
"	MIA BO	1.84	1.39	.25	W,Sa
"	BOS BO	1.70	1.27	.25	Th,Sa
"	IDL AF	1.72	1.29	.25	Sa,W,Th,F
"	BOS AF	1.70	1.27	.25	Sa,T
"	IDL LI	1.72	1.29	.25	F
"	IDL K	1.72	1.29	.25	T,W,Th,F
"	UL K	1.68	1.26	.25	W,F
"	IDL SS	1.72	1.29	.25	W,F
"	IDL TW	1.72	1.29	.25	Dly
"	BOS TW	1.70	1.27	.25	W,Th,Sa
"	CHI TW	1.80	1.35	.25	Dly
"	LAX TW	2.00	1.51	.25	Dly
"	PHL TW	1.74	1.31	.25	Dly
"	IDL SR	1.72	1.29	.25	Su,T,W,F,Sa
"	IDL SW	1.46	1.10	.20	.....
Calcutta, India	IDL P	2.49	1.87	.25	T,Th
"	BOS P	2.47	1.86	.25	T,Th
"	PDX P	2.94	2.21	.25	M,W
"	SEA P	2.94	2.21	.25	M,W
"	SFO P	2.94	2.21	.25	M
"	LAX P	2.94	2.21	.25	M,W
"	IDL SS	2.49	1.87	.25	M
"	IDL K	2.49	1.87	.25	T,Th,Su
"	UL K	2.45	1.84	.25	Su
"	IDL BO	2.49	1.87	.25	Su,W
"	BOS BO	2.47	1.86	.25	W,F,Sa
"	IDL AF	2.49	1.87	.25	Sa,Su,M,T,Th
"	BOS AF	2.47	1.86	.25	T,Sa
Calgary, Alb., Canada	LGA T	.32	.28	.10	Dly
Cali, Colombia	MIA P	.54	.28	.20	Dly
"	IDL AV	.64	.37	.20	Dly
"	MSY P	.60	.35	.20	Dly ex. Th,Sa
"	MIA AV	.54	.28	.20	M,T,W,F,Su
"	HOU P	.63	.38	.20	Dly
"	BRO P	.63	.38	.20	Dly except Su
"	LAX P	.76	.52	.20	M,W,F
Camaguey, Cuba	MIA P	.12	.06	.025	Dly
Campeche, Mexico	MIA P	.28	.14	.15	Dly
"	MSY P	.25	.13	.15	Su,T,Th,Sa
"	HOU P	.30	.22	.15	Dly
Cananea, Son., Mex.	MEX L	.23	.19	.25	Dly
Canton Island	LAX P	1.23	.93	.20	Su,Th
"	SFO P	1.23	.93	.20	Su,Th
"	PDX P	1.23	.93	.20	Su,Th
"	SEA P	1.23	.93	.20	Su,Th
"	VR BC	1.33	1.00	.20	M, alt. Th,F
Capetown, U. S. Af.	IDL BO	2.32	1.74	.25	Dly
"	BOS BO	2.30	1.73	.25	Th,Sa
Caracas, Venezuela (*See La Guaira*)					
Cartagena,	IDL AV	.56	.32	.15	Dly
"	MIA AV	.46	.23	.15	M,T,W,F,Su
Casablanca, Fr. Morocco	BOS AF	1.23	.92	.25	T,Sa
	IDL AF	1.25	.93	.25	Dly
Catania, Italy	IDL LI	1.35	.96	.25	Dly
Cayenne, Fr. Guiana	IDL P	.70	.42	.15	F
	MIA P	.63	.36	.15	Th
"	MSY P	.70	.43	.15	T
"	HOU P	.73	.46	.15	T
"	BRO P	.73	.46	.15	T
"	LAX P	.87	.60	.20	W

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Cayo Mambi, Cuba	MIA P	.18	.12	.05	Dly
Chetmual, Mexico	MIA P	.33	.16	.15	Su,T,Th
"	BRO P	.31	.21	.15	T,Th
"	LAX P	.47	.36	.15	M,W,F
Chihuahua, Chih., Mex.	ELP L	.10	.08	.25	Dly
Christiansand, Norway	IDL K	1.24	.93	.20	Dly except Sa
	UL K	1.20	.90	.20	Su,W,F
"	IDL S	1.24	.93	.25	Dly except W
"	IDL SS	1.24	.93	.25	Dly
C. del Carmen, Mexico	MIA P	.31	.16	.15	Dly
	MSY P	.27	.15	.15	Dly
Ciudad Juarez, Chih., Mex.	MEX L	.20	.14	.25	Dly
Ciudad Trujillo, D. R.	IDL P	.25	.21	.05	Dly
	MIA P	.15	.12	.05	Dly
"	CHI CS	.28	.24	.12	Sa
"	YIP CS	.27	.23	.12	Sa
"	HOU CS	.25	.22	.12	Sa
"	MSY CS	.22	.18	.12	Sa
"	MEM CS	.26	.21	.12	Sa
"	MIA K	.15	.12	.15	M
Cochabamba, Bolivia	MIA P	1.13	.61	.15	Su,M,Th,Sa
	MSY P	1.19	.68	.15	Sa,Su,Th
"	HOU P	1.22	.71	.15	Sa,Su,Th,F
"	BRO P	1.22	.71	.15	Sa,Su,Th
"	LAX P	1.35	.85	.15	M
Cologne, Germany	IDL S	1.21	.91	.20	Dly except W
Colombia, Any Destination other than those named herein	MIA AV	.65	.32	.15	M,T,W,F,Su
	MSY P	.71	.39	.15	Dly except M
	HOU P	.74	.42	.15	Dly
	BRO P	.74	.42	.15	Dly except Su
	LAX P	.88	.56	.20	M,W,F
Colombo, Ceylon	IDL BO	2.51	1.89	.25	Dly
"	BOS BO	2.49	1.87	.25	Th,Sa
"	IDL TW	2.51	1.89	.25	T
"	CHI TW	2.59	1.50	.25	T
"	LAX TW	2.79	2.10	.25	M
Conakry, Fr. W. Af.	IDL AF	1.56	1.17	.20	Sa
"	BOS AF	1.54	1.16	.20	Sa
Concepcion, Bolivia	MIA P	1.16	.63	.20	Su,Th
	MSY P	1.22	.70	.25	Su,Th
"	HOU P	1.25	.73	.25	Sa,W
"	BRO P	1.25	.73	.25	Sa,W
"	LAX P	1.39	.87	.25	W
Copenhagen, Den.	IDL SS	1.24	.93	.25	Dly
"	IDL S	1.24	.93	.25	Dly except W
"	IDL SR	1.24	.93	.25	Su,T,W,F,Sa
"	IDL K	1.25	.94	.20	Dly
"	UL K	1.20	.90	.20	F,Su,W
"	BOS P	1.22	.92	.30	Su,T
"	IDL P	1.24	.93	.20	Su,T
Coquilhatville, Belgian Congo	IDL S	2.03	1.52	.25	Sa,Su,T,Th
Costermansville, Belgian Congo	IDL S	2.03	1.52	.25	Dly except W
Conotou, Fr. W. Afr.	IDL AF	1.73	1.30	.25	Sa,T
"	BOS AF	1.71	1.28	.25	T
Cristobal, Canal Zone	MIA P	.41	.21	.15	Dly
	MSY P	.47	.28	.15	Su,T,Th,Sa
"	HOU P	.50	.31	.15	Dly
"	BRO P	.50	.31	.15	Dly
"	LAX P	.63	.45	.15	M,W,F
Cuenca, Ecuador	MIA P	.54	.28	.15	Dly
"	IDL P	.64	.37	.15	Dly
"	MSY P	.60	.35	.15	Su,T,Th,Sa
"	HOU P	.63	.38	.15	Dly
"	BRO P	.63	.38	.15	Dly except Su
"	LAX P	.77	.52	.15	M,W,F
Curacao, N.W.I.	IDL P	.40	.31	.20	M,W,Sa
"	MIA P	.30	.22	.20	Su,M,W,F
"	IDL K	.40	.31	.15	Dly
"	MIA K	.30	.22	.15	Dly
"	UL K	.45	.35	.15	M,F,W
Curityba, Brazil	IDL P	1.68	1.68	.25	Dly except M
"	MIA P	1.46	1.46	.25	T,Th,Sa
"	MSY P	1.60	1.60	.25	Sa,T,Th
"	HOU P	1.83	1.83	.25	T,Th,Su
"	BRO P	1.75	1.75	.25	T,Th
"	LAX P	2.06	2.06	.25	M,W,F
Dacca, Pakistan	IDL BO	2.54	1.91	.25	Dly
	BOS BO	2.52	1.89	.25	W,Sa
Dakar, Senegal, F. W. Africa	IDL P	1.39	1.04	.25	Su,Th
	BOS P	1.37	1.03	.25	Th
"	IDL AF	1.39	1.04	.25	Dly except Th
"	BOS AF	1.37	1.03	.25	T,Sa
Damascus, Syria	IDL P	1.72	1.29	.25	M,W
"	BOS P	1.70	1.27	.25	M,W
"	IDL AF	1.72	1.29	.25	T,F
"	BOS AF	1.70	1.27	.25	T
"	IDL BO	1.72	1.29	.25	Dly
"	MIA BO	1.84	1.39	.25	W,Sa
"	BOS BO	1.70	1.27	.25	Th,Sa
"	IDL SS	1.72	1.29	.25	M
"	IDL K	1.72	1.29	.25	T,F
"	UL K	1.68	1.26	.25	F
"	IDL SW	1.43	1.10	.20	.....
Dar-es-Salaam, Tanganyika	IDL BO	2.03	1.52	.25	Dly
	MIA BO	2.15	1.62	.25	W,Sa
	BOS BO	2.01	1.51	.25	Th,Sa
Darwin, Australia	IDL BO	3.16	2.37	.25	Dly
	BOS BO	3.14	2.36	.25	Th,Sa
Delhi, India	IDL BO	2.39	1.80	.25	Dly
"	MIA BO	2.51	1.90	.25	W,Sa
"	BOS BO	2.38	1.78	.25	Th,Sa
"	IDL P	2.39	1.80	.25	M,T,Th
"	BOS P	2.38	1.78	.25	M,T,Th
"	LAX P	3.09	2.32	.25	M,F,Sa
"	SFO P	3.09	2.32	.25	M,F,Sa
"	PDX P	3.09	2.32	.25	M,F,Sa
"	SEA P	3.09	2.32	.25	M,F,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Dhahran, Saudi Arabia	IDL TW	2.00	1.50	.25	Su,T,F
"	CHI TW	2.07	1.56	.25	Su,T,F
"	PHL TW	2.02	1.52	.25	Su,T,F
"	BOS TW	1.98	1.48	.25	Su,T,F
"	IDL K	2.00	1.50	.25	T,Su
"	UL K	1.95	1.47	.27	Su,F
Diego Suarez, Madag.	IDL AF	2.92	2.25	.25	Sa,T
	BOS AF	3.90	3.18	.25	T
Djibuti, Fr. Somaliland	IDL AF	2.12	1.59	.25	F
	BOS AF	2.10	1.58	.25	T
Douala, Fr. W. Africa	IDL AF	2.03	1.52	.25	T,Th,F,Su
	BOS AF	2.01	1.51	.25	T,Sa
Dublin, Eire	UL K	.98	.74	.20	Su
"	IDL K*	1.03	.77	.22	Su,Th
Durango,Dgo.,Mex.	ELP L	.13	.11	.25	M,W,F
Durban, So. Afr.	IDL BO	2.15	1.61	.25	Dly
"	BOS BO	2.13	1.60	.25	Th,Sa
Dusseldorf, Ger.	IDL SS	1.21	.91	.20	Dly
"	IDL S	1.21	.91	.20	Dly except W
"	IDL K	1.21	.91	.20	Dly except Sa
"	UL K	1.17	.88	.20	W,F,Su
"	IDL AF	1.21	.91	.20	Dly except F
"	BOS AF	1.19	.89	.20	T,Sa
"	BOS P	1.19	.89	.20	Sa
"	IDL P	1.21	.91	.20	Sa,Th
"	IDL SR	1.21	.91	.20	Su,T,W,F,Sa
Edmonton, Alberta, Canada	LGA T	.32	.28	.10	Dly
"	CTB W	.07	.05	.10	Dly
"	MPS W	.22	.16	.10	Dly
"	LGA NW	.40	.30	.10	Su,T
"	CHI NW	.30	.23	.10	Su,T
"	MSP NW	.26	.20	.10	Su,T
Elizabethville, Belgian Congo	IDL S	2.03	1.52	.25	Dly except W
Entebbe, Uganda	IDL BO	2.03	1.52	.25	Dly
"	MIA BO	2.15	1.62	.25	W,Sa
"	BOS BO	2.01	1.51	.25	Th,Sa
"	IDL S	2.03	1.52	.25	Dly except W
Esmeraldas, Ecuador	MIA P	.67	.36	.10	T,W,Th,Sa
	MSY P	.73	.43	.15	T,Th,Sa
"	HOU P	.76	.46	.15	Su,T,Th
"	BRO P	.76	.46	.15	T,F
"	LAX P	.89	.60	.20	M,W
Fairbanks, Alaska	SEA P	.40	.15	.15	Dly
Florianopolis, Brazil	IDL P	1.70	1.70	.25	Dly except M
"	MIA P	1.48	1.48	.25	M,Th,Sa
"	MSY P	1.64	1.64	.25	W,F
"	HOU P	1.87	1.87	.25	Su,T,Th
"	BRO P	1.79	1.79	.25	T,Th
"	LAX P	2.08	2.08	.25	M,W,F
Fort Archambault, Fr. E. Afr.	IDL AF	2.03	1.52	.25	F
	BOS AF	2.01	1.51	.25	T
Fort Dauphin, Mad.	IDL AF	2.97	2.29	.25	Su
"	BOS AF	2.95	2.21	.25	Sa
Fort de France, Martinique	IDL P	.39	.22	.15	M,Th
Fort Lamy, Fr. E. Afr.	IDL AF	2.03	1.52	.25	M
	BOS AF	2.01	1.51	.25	M
Fort William, Ontario, Can.	LGA T	.15	.137	.10	Dly
Fortaleza (Ceara), Brazil	IDL P	1.39	1.39	.25	Dly except M
"	MIA P	1.23	1.23	.25	T,Th,Sa
"	MSY P	1.44	1.44	.25	W
"	HOU P	1.59	1.59	.25	Su,T,Th
"	BRO P	1.51	1.51	.25	T,Th
"	LAX P	1.72	1.72	.25	M,W,F
Frankfurt-on-Main, Germany	BOS P	1.22	.92	.20	W,Sa
"	IDL P	1.24	.93	.20	Dly ex. M,W
"	IDL BO	1.24	.93	.25	Dly
"	IDL K	1.24	.93	.20	Dly
"	UL K	1.20	.90	.20	Su,W,F
"	IDL SW	.97	.78	.20	.....
"	IDL SS	1.24	.93	.25	Dly
"	IDL S	1.24	.93	.25	Dly except W
"	IDL SR	1.24	.93	.25	Su,T,W,F,Sa
"	IDL TW	1.24	.93	.25	9 Wkly
"	BOS TW	1.22	.92	.25	Sa,T,F,
"	PHL TW	1.26	.94	.25	M,W
"	CHI TW	1.32	.99	.25	9 Wkly
"	IDL AF	1.24	.93	.25	Dly except F
"	BOS AF	1.22	.92	.25	T,Sa
Freetown, Sierra Leone	IDL AF	1.58	1.19	.25	Sa,Su,M
	BOS AF	1.56	1.17	.25	S
Gander, N. F.	IDL P	.19	.18	.15	T
"	BOS P	.16	.15	.15	T
"	IDL TW	.18	.17	.05	23 Wkly
"	BOS TW	.15	.14	.10	Dly ex. M,Th
"	PHL TW	.20	.15	.10	M,W,F
"	CHI TW	.28	.26	.10	24 Wkly
"	YIP TW	.25	.22	.10	24 Wkly
"	LGA T	.18	.17	.10	Dly
"	BOS T	.15	.1465	.10	Dly
Geneva, Switzerland	IDL S	1.24	.93	.25	Dly except W
"	IDL SW	.99	.79	.20	.....
"	IDL BO	1.24	.93	.20	Dly
"	IDL SS	1.24	.93	.25	Dly
"	IDL AF	1.24	.93	.25	T,Th,F,Su
"	BOS AF	1.22	.92	.25	T
"	IDL K	1.24	.93	.20	Dly
"	UL K	1.20	.90	.20	W,F,Su
"	IDL TW	1.24	.93	.25	Dly except Sa
"	BOS TW	1.22	.92	.25	W
"	CHI TW	1.32	.99	.25	Dly except Sa
"	PHL TW	1.26	.94	.25	Dly except Sa
"	YIP TW	1.29	.96	.25	Dly except Sa
"	IDL SR	1.24	.93	.25	Su,T,W,F,Sa
Georgetown, British Guiana	IDL P	.56	.35	.15	F
	MIA P	.49	.29	.15	Th
"	MSY P	.56	.56	.15	T
"	HOU P	.59	.39	.15	T

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Georgetown (Cont'd)	BRO P	.59	.39	.15	T
"	LAX P	.73	.53	.15	M
"	MIA K	.49	.30	.15	Sa
"	IDL K	.56	.35	.15	Sa
Gibraltar, Gibraltar	IDL BO	1.32	.96	.25	Dly
"	BOS BO	1.30	.98	.25	Th,Sa
Glasgow, Scotland	IDL SS	1.03	.78	.20	Dly
"	IDL K	1.03	.77	.20	Dly ex. W,Su
"	UL T	.99	.75	.20	Sa,M,Th
"	IDL P	1.03	.77	.20	Sa,M,W
"	BOS P	1.01	.76	.20	W
Gothenburg, Sweden	IDL SS	1.24	.93	.25	Dly
Granada, B.W.I.	IDL BO	.43	.30	.20	Dly
"	MIA BO	.34	.24	.20	W,Sa
Guadalajara, Mex.	HOU P*	.23	.17	.15	Dly
"	BRO P	.21	.13	.15	Dly except Su
"	LAX P	.30	.25	.15	Dly
Guadaloupe, F.W.I.	IDL BO	.35	.25	.20	Dly
"	MIA BO	.28	.19	.20	W,Sa
Guam	LAX P	2.00	1.51	.25	M,F
"	SFO P	2.00	1.51	.25	M,F
"	PDX P	2.00	1.51	.25	M,F
"	SEA P	2.00	1.51	.25	M,F
Guantanamo, Cuba	MIA P	.18	.12	.05	Three Dly
Guatamala City, Guatamala	MIA P	.39	.19	.15	M,F
	MSY P	.34	.18	.15	Su,T,Th,Sa
"	HOU P	.33	.23	.15	Dly
"	BRO P	.31	.19	.15	Dly except Su
"	LAX P	.47	.34	.15	M,W,F
"	MSY TA	.35	.19	...	Dly
"	MEX TA	.17	.12	...	M,T,W,Th,F
Guayaquil, Ecuador	MIA AV	.65	.35	.15	Dly ex. Th,Sa
"	MSY P	.71	.42	.15	Dly ex. M,Sa
"	HOU P	.74	.56	.15	Dly except F
"	BRO P	.74	.56	.15	Dly ex. F,Su
"	LAX P	.87	.59	.20	M,W,F
"	MIA AE	.53	.29	.15	W,F
"	BRO B	.74	.56	.15	M,F,Sa
"	CRP B	.74	.56	.15	M,F,Sa
"	DAL B	.77	.58	.20	M,F,Sa
"	FTW B	.77	.58	.20	M,F,Sa
"	HOU B	.74	.56	.15	M,F,Sa
"	LRD B	.80	.60	.15	M,F,Sa
"	SAT B	.77	.58	.15	M,F,Sa
Haifa, Israel	IDL S*	1.72	1.29	.25	Dly except W
Haiphong, Indo-China	IDL AF	3.10	2.32	.25	Su
	BOS AF	3.08	2.31	.25	Sa
Halifax, N. S.	BOS T	.08	.0755	.10	Dly
Hamburg, Germany	IDL S	1.24	.93	.25	Dly except W
"	IDL SS	1.24	.93	.25	Dly
"	IDL K	1.24	.93	.20	Dly except Su
"	UL K	1.20	.90	.20	W,F,Su
"	BOS P	1.22	.92	.20	W
"	IDL P	1.24	.93	.20	W
"	IDL AF	1.24	.93	.25	Dly except F
"	BOS AF	1.22	.92	.25	Sa
"	IDL SR	1.24	.93	.25	T,W,F,Sa,Su
"	IDL SW	.98	.79	.20	.....
Hamilton, Bermuda	IDL P	.25	.10	.15	Dly
"	BOS P	.25	.15	.10	Dly
"	UL T	.25C	.19	.05	**Th,F,Sa
"	YTO T	.25C	.19	.05	**Th,F,Sa
"	LGA C	.20	.10	.11	Dly
"	MIA BO	.25	.19	.05	W,Sa
"	IDL BO	.20	.10	.05	Su,F,Sa
Hanoi, Indo-China	IDL AF	3.10	2.32	.25	Sa
"	BOS AF	3.08	2.31	.25	Sa
Hanover, Germany	IDL BO	1.24	.93	.25	Dly
"	IDL SS	1.24	.93	.25	Dly
Hargeisa, Br. Somaliland	IDL BO	2.03	1.52	.25	Dly
Havana, Cuba	MIA P	.20	.05	.05	Dly
"	CHI CS	.20	.17	.05	Dly
"	YIP CS	.20	.17	.05	Dly
"	HOU CS	.18	.15	.05	Dly
"	MSY CS	.14	.11	.05	Dly
"	STL CS	.19	.16	.05	Dly
"	IND CS	.19	.16	.05	Dly
"	BUJ CS	.18	.15	.05	Dly
"	ELD CS	.20	.16	.05	Dly
"	EVV CS	.18	.15	.05	Dly
"	FWA CS	.20	.17	.05	Dly
"	GRW CS	.17	.14	.05	Dly
"	HOT CS	.22	.20	.05	Dly
"	JAN CS	.17	.14	.05	Dly
"	KIN CS	.17	.10	.05	Dly
"	LIT CS	.20	.18	.05	Dly
"	MEM CS	.17	.14	.05	Dly
"	PUK CS	.18	.15	.05	Dly
"	SHV CS	.20	.16	.05	Dly
"	HUF CS	.20	.17	.05	Dly
"	TOL CS	.20	.17	.05	Dly
"	MKC CS	.21	.18	.05	Dly
"	SFG CS	.20	.18	.05	Dly
"	MIA K	.09	.05	.15	M,Th,Su
"	IDL LV	.19	.17	.10	Su,W,F
"	MIA EA	.08	.05	.15	Dly
"	LGA EAtm	.12½	.09	.15	Dly
"	MSY Ndf	.14	.11	...	Dly
"	MIA Ndf	.08	.05	...	Dly
"	TPA Ndf	.09	.07	...	Dly
"	DCA Ndf	.16	.13	...	Dly
"	IDL Ndf	.18	.14	...	Dly
"	BAL Ndf	.17	.13	...	Dly
"	CHS Ndf	.13	.09	...	Dly
"	JAX Ndf	.11	.08	...	Dly
"	MOB Ndf	.13	.10	...	Dly
"	ORF Ndf	.15	.12	...	Dly
"	SAV Ndf	.12	.09	...	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Havana, (Cont'd)	EWR Ndf	.18	.14	...	Dly
"	PHL Ndf	.17	.13	...	Dly
"	BRO B	.21	.18	.05	M,W,F,Su
"	CRP B	.20	.17	.05	M,W,F,Su
"	DAL B	.19	.16	.05	M,W,F,Su
"	FTW B	.19	.16	.05	M,W,F,Su
"	HOU B	.18	.15	.05	M,W,F,Su
"	LRD B	.24	.20	.05	M,W,F,Su
"	SAT B	.20	.17	.05	M,W,F,Su
"	MIA BO	.18	.12	.05	Dly
"	IDL AL	.18	.14	...	F
"	IDL BO	.18	.14	.05	M,W,Sa
Helsinki, Finland	IDL SS	1.36	1.02	.25	Dly
"	BOS P	1.21	.91	.20	Su,T
"	IDL P	1.24	.93	.20	Su,T
"	IDL K	1.36	1.02	.20	Dly
Hermosillo, Mexico	LAX P	.18	.09	.15	Dly
Holguin, Cuba	MIA P	.15	.09	.05	Dly
Hong Kong, Br. Crn. Col.	IDL P	3.10	2.32	.25	M,T,Th
"	BOS P	3.08	2.31	.25	M,T,Th
"	PDX P	2.49	1.87	.25	M,F,Sa
"	SEA P	2.49	1.87	.25	M,F,Sa
"	LAX P	2.49	1.87	.25	M,W
"	SFO P	2.49	1.87	.25	M,F
"	SFO PH	2.49	1.87	.25	W,Sa
"	IDL BO	3.10	2.32	.25	Dly
"	BOS BO	3.08	2.31	.25	Th,Sa
"	IDL AF	3.10	2.32	.25	Su
"	BOS AF	3.08	2.31	.25	Sa
Honolulu, T. H.	LAX P	.71	.57	.15	Dly
"	SFO P	.71	.57	.15	Dly
"	PDX P	.71	.57	.15	Su,Th
"	SEA P	.71	.57	.15	Su,Th
"	SFO U	.71	.57	.15	Dly
"	LAX U	.71	.57	.15	Dly
"	CHI U	.91	.72	.15	Dly
"	CLE U	.95	.75	.15	Dly
"	YIP U	.94	.74	.15	Dly
"	LGA U	1.00	.78	.15	Dly
"	DCA U	.99	.78	.15	Dly
"	PHL U	.99	.78	.15	Dly
"	EWR U	1.00	.78	.15	Dly
"	BDL U	1.00	.79	.15	Dly
"	BOS U	1.01	.79	.15	Dly
"	CHI NW	.91	.73	.15	T,F,Su
"	YIP NW	.94	.74	.15	T,F,Su
"	MKE NW	.91	.72	.15	T,F,Su
"	MPS NW	.89	.72	.15	T,F,Su
"	SEA NW	.71	.57	.15	T,F,Su
"	GEG NW	.77	.60	.15	T,F,Su
"	VR BC‡‡	.74	.56	.15	M, Alt. Th & F
Innsbruck, Austria	IDL K	1.34	1.00	.20	Dly
"	UL K	1.30	.98	.20	W,F,Su
"	IDL SR	1.34	1.00	.25	Su,T,W,F,Sa
Ipiales, Colombia	MIA AV	.65	.33	.15	Dly ex. Th,Sa
"	IDL AV	.75	.41	.36	Dly
Irumo, Belgian Congo	IDL S	2.03	1.52	.25	Dly except W
Istanbul, Turkey	IDL K	1.61	1.21	.20	W,Th,Su
"	UL K	1.57	1.18	.25	W,Su
"	BOS P	1.59	1.19	.25	M,T,Th
"	IDL P	1.61	1.21	.25	M,T,Th
"	IDL LI	1.69	1.27	.25	M
"	BOS AF	1.59	1.19	.25	T
"	IDL AF	1.61	1.21	.25	T,W,F
"	IDL EL	1.61	1.21	.25	T,Sa
"	IDL BO	1.61	1.21	.25	Sa
"	BOS BO	1.59	1.19	.25	Sa
"	IDL SS	1.61	1.21	.25	W,F,Sa
"	IDL SR	1.61	1.21	.25	Su,T,W,F,Sa
Ixtepec, Mexico	MIA P	.51	.25	.15	Dly
Jakarta, Java	IDL BO	2.90	2.17	.25	Dly
"	MIA BO	3.02	2.28	.25	W,Sa
"	BOS BO	2.88	2.16	.25	Th,Sa
"	IDL K	2.90	2.17	.33	Dly
"	UL K	2.86	2.15	.25	Su,W,F
Jeddah, Saudi Arabia	IDL BO	1.92	1.44	.25	Dly
	MIA BO	2.05	1.55	.25	W,Sa
"	BOS BO	1.91	1.43	.25	Th,Sa
Jerusalem, Israel (*See Lydda, Israel*)					
Joao Pessoa (Cabadello)	IDL P	1.47	....	.25	T,Th
	MIA P	1.25	....	.25	T,Th
"	MSY P	1.49	....	.25	W
"	HOU P	1.63	....	.25	Su,T
"	LAX P	1.82	....	.25	M
Johannesburg, U. of So. Africa	IDL EL	2.03	1.52	.25	T,Sa
	IDL K	2.03	1.52	.33	T,Sa
"	UL K	1.99	1.49	.27	F
"	IDL P	2.03	1.52	.25	Su,Th
"	BOS P	2.01	1.51	.25	Th
"	IDL BO	2.03	1.52	.25	Dly
"	MIA BO	2.15	1.62	.25	W,Sa
"	BOS BO	2.01	1.51	.25	Th,Sa
"	IDL S	2.03	1.52	.25	Dly except W
Joe, Nigeria	IDL BO	1.73	1.30	.25	Dly
Juneau, Alaska	SEA P	.30	.13	.15	Dly
Kaduna, Nigeria	IDL BO	1.73	1.30	.25	Dly
Kano, Nigeria, B.W.A.	IDL BO	1.73	1.30	.25	Dly
	BOS BO	1.71	1.28	.25	Th,Sa
"	IDL AF	1.73	1.30	.25	Sa,W
"	BOS AF	1.71	1.28	.25	T,Sa
"	IDL K	1.73	1.30	.33	T,Sa
"	UL K	1.69	1.27	.25	F
Karachi, Pakistan	IDL P	2.27	1.71	.25	M,T,Th
"	BOS P	2.25	1.69	.25	M,T,Th
"	LAX P	2.19	1.65	.25	M,W
"	SFO P	2.20	1.66	.25	M,Sa
"	IDL SS	2.27	1.71	.25	M,F
"	IDL K	2.27	1.71	.20	Dly
"	UL K	2.23	1.67	.25	Sa,W,F

Destination	Airport and Airline		RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Karachi, Cont'd	IDL	BO	2.27	1.71	.25	Dly
"	BOS	BO	2.25	1.69	.25	Th,Sa
"	IDL	AF	2.27	1.71	.25	Sa,Su,M,T,Th
"	BOS	AF	2.25	1.69	.25	T,Sa
Keflavic, Iceland	IDL	P	.77	.61	...	W
	IDL	SW	.77	.61	.20	.....
Ketchikan, Alaska	SEA	P	.22	.09	.15	Dly
Kartoum, Anglo-Egypt, Sudan	IDL	BO	1.99	1.49	.25	Dly
	BOS	BO	1.97	1.48	.25	Th,Sa
	IDL	SS	1.99	1.49	.25	T
Kimberley, So. Afr.	IDL	BO	2.13	1.60	.25	Dly
"	BOS	BO	2.11	1.59	.25	Th,Se
Kindu, Belg. Congo	IDL	S	2.03	1.52	.25	Dly except W
Kingston, Jamaica	MIA	P	.20	.10	.05	Dly
"	MIA	K	.20	.10	.15	Dly
"	BUJ	CS	.30	.20	.15	Dly
"	CHI	CS	.35	.22	.15	Dly
"	YIP	CS	.35	.22	.15	Dly
"	ELD	CS	.31	.21	.15	Dly
"	EVV	CS	.30	.20	.15	Dly
"	FWA	CS	.35	.22	.15	Dly
"	GRW	CS	.29	.19	.15	Dly
"	HOT	CS	.33	.23	.15	Dly
"	HAV	CS	.17	.10	.15	Dly
"	HOU	CS	.30	.20	.15	Dly
"	IND	CS	.31	.21	.15	Dly
"	JAN	CS	.29	.19	.15	Dly
"	LIT	CS	.31	.21	.15	Dly
"	MEM	CS	.29	.19	.15	Dly
"	MSY	CS	.27	.17	.15	Dly
"	PUK	CS	.30	.20	.15	Dly
"	STL	CS	.31	.21	.15	Dly
"	SHV	CS	.31	.21	.15	Dly
"	HUF	CS	.33	.22	.15	Dly
"	TOL	CS	.35	.22	.15	Dly
"	MKC	CS	.33	.23	.15	Dly
"	SGF	CS	.32	.22	.15	Dly
"	IDL	BO	.30	.19	.05	Sa
"	MIA	BO	.20	.10	.05	Dly
"	UL	T	.35C	.27C	.15	T
"	YTO	T	.35C	.26C	.15	T
"	IDL	AV	.30	.20	.15	Su,M,W,Th,F
"	MIA	AV	.20	.10	.05	M,W,F,Su
Kristiansand, Nor. *(See Christiansand, Nor.)*						
Kuwait, Kuwait	IDL	BO	1.96	1.47	.25	Dly
"	BOS	BO	1.94	1.46	.25	Th,Sa
La Ceiba, Honduras	MSY	TA	.43	.25	...	Dly
	MEX	TA	.26	.19	...	M,T,W,T,F
Lagos, Nigeria	IDL	BO	1.73	1.30	.25	Dly
"	MIA	BO	1.55	1.40	.25	W,Sa
"	BOS	BO	1.71	1.28	.25	Th,Sa
"	IDL	AF	1.73	1.30	.25	T
"	BOS	AF	1.71	1.28	.25	T
La Guaira, Venez	IDL	P	.50	.32	.20	Su,M,W,Sa
"	MIA	P	.40	.23	.20	2 Dly
"	MSY	P	.45	.30	.20	Sa,Su,T,Th
"	HOU	P	.48	.33	.20	Dly
"	BRO	P	.48	.33	.20	Dly except Su
"	LAX	P	.62	.47	.20	Sa,M,Th
"	MIA	K	.40	.24	.15	Dly
"	IDL	LV	.50	.32	.10	Dly except M
"	BUJ	CS	.50	.33	.15	Dly
"	CHI	CS	.52	.35	.15	Dly
"	YIP	CS	.52	.35	.15	Dly
"	ELD	CS	.51	.34	.15	Dly
"	EVV	CS	.50	.33	.15	Dly
"	FWA	CS	.52	.35	.15	Dly
"	GRW	CS	.49	.32	.15	Dly
"	HAV	CS	.40	.23	.15	Dly
"	HOT	CS	.53	.36	.15	Dly
"	HOU	CS	.48	.33	.15	Dly
"	IND	CS	.51	.34	.15	Dly
"	JAN	CS	.49	.32	.15	Dly
"	LIT	CS	.51	.34	.15	Dly
"	MEM	CS	.49	.32	.15	Dly
"	MSY	CS	.45	.30	.15	Dly
"	PUK	CS	.50	.33	.15	Dly
"	STL	CS	.51	.34	.15	Dly
"	SHV	CS	.51	.34	.15	Dly
"	HUF	CS	.52	.35	.15	Dly
"	TOL	CS	.52	.35	.15	Dly
"	MKC	CS	.53	.36	.15	Dly
"	SGF	CS	.52	.35	.15	Dly
"	KIN	CS	.34	.17	.15	Dly
La Paz, Bolivia	MIA	P	1.07	.88	.20	Dly ex. T,W
"	MSY	P	1.13	.65	.20	Sa,Su,Th
"	HOU	P	1.16	.68	.20	Dly ex. M,T
"	BRO	P	1.16	.87	.20	Sa
"	LAX	P	1.29	.92	.20	M
"	DAL	B	1.19	.89	.20	M,F
"	HOU	B	1.16	.87	.20	M,F
"	BRO	B	1.16	.87	.20	M,F
"	CRP	B	1.16	.87	.20	M,F
"	FTW	B	1.19	.89	.20	M,F
"	LRD	B	1.22	.92	.20	M,F
"	SAT	B	1.19	.89	.20	M,F
Leopoldville, Belgian Congo	LGA	P	2.03	1.52	.25	Su,Th
	BOS	P	2.01	1.51	.25	Th
"	IDL	S	2.03	1.52	.25	Dly except W
Lethbridge, Alb., Canada	LGA	T	.32	.28	.10	Dly
	CTB	W	.07	.04	.10	Dly
Libenge, Bel. Con	IDL	S	2.03	1.52	.25	Dly except W
Lima, Peru	MIA	P	.87	.63	.20	Dly
"	MSY	P	.93	.53	.20	Dly except M
"	HOU	P	.88	.56	.20	Dly
"	BRO	P	.96	.72	.20	Dly except Su
"	LAX	P	1.09	.70	.20	M,W,F
Lima, Cont'd	MIA	B	.87	.65	.20	Dly
"	HOU	B	.96	.72	.20	Dly
"	LRD	B	1.02	.77	.20	Dly
"	SAT	B	.98	.58	.20	Dly
"	BRO	B	.96	.72	.20	Dly
"	CRP	B	.96	.72	.20	Dly
"	DAL	B	.99	.74	.20	Dly
"	FTW	B	.99	.74	.20	Dly
"	IDL	LV	.91	.55	.10	M
Limala, Belg. Congo	IDL	S	2.03	1.52	.25	Dly except W
Linz, Austria	UL	K	1.30	.98	.20	F
"	IDL	K	1.34	1.01	.20	F
Lisbon, Portugal	IDL	P	1.02	.77	.20	Th,Su
"	BOS	P	.99	.74	.20	Th,Su
"	IDL	S	1.12	.84	.24	Dly except W
"	IDL	BO	1.12	.84	.20	Dly
"	BOS	BO	1.10	.83	.20	Th,Sa
"	UL	BO	1.68C	.81C	.20C	M,W,F
"	IDL	AF	1.12	.84	.20	Th
"	BOS	AF	1.10	.83	.20	T
"	IDL	SAS	1.12	.84	.24	Th,Su
"	IDL	TW	1.12	.84	.20	Su,T,Th
"	BOS	TW	1.10	.83	.20	Su,T,Th
"	PHL	TW	1.14	.85	.20	Su,T,Th
"	CHI	TW	1.19	.90	.25	Su,T,Th
"	IDL	K	1.12	.84	.20	W,Sa
"	UL	K	1.08	.81	.22	W,F
Liverpool, England	IDL	BO	1.06	.80	.20	Dly
"	BOS	BO	1.04	.78	.20	Th,Sa
Livingstone, S. Rhodesia	IDL	BO	2.03	1.52	...	Dly
	MIA	BO	2.15	1.62	...	W,Sa
	BOS	BO	2.01	1.51	...	Th,Sa
Loanda, Bel. Congo	IDL	S	2.03	1.52	.25	Dly except W
Lome, Fr. W. Afr.	IDL	AF	1.73	1.30	.25	T,W
"	BOS	AF	1.71	1.28	.25	M
London, England	IDL	P	1.10	.83	.20	Dly
"	BOS	P	1.08	.81	.20	F,Sa
"	IDL	TW	1.10	.83	.20	11 Wkly
"	BOS	TW	1.08	.81	.20	Sa,T,F
"	CHI	TW	1.17	.88	.20	11 Wkly
"	PHL	TW	1.12	.84	.20	M,W
"	IDL	EL	1.10	.83	.20	T,Sa
"	IDL	S	1.17	.88	.20	Su,T,Th,Sa
"	IDL	SW	.87	.70	.20	.....
"	IDL	BO	1.10	.83	.20	Dly
"	MIA	BO	1.22	.93	.20	Dly
"	BOS	BO	1.08	.81	.20	Th,Sa
"	IDL	SS	1.10	.83	.20	Dly
"	IDL	SR	1.10	.83	.20	Su,T,W,F,Sa
"	IDL	AF	1.10	.83	.20	Dly
"	BOS	AF	1.08	.81	.20	T,Sa
"	IDL	K	1.10	.83	.20	Dly
"	UL	T	1.06	.79	.20	Dly
London, Ont., Canada	LGA	T	.06	.0555	.10	Dly
Lulea, Sweden	IDL	SS	1.37	1.02	.25	M
Lulusburg, Belgian Congo	IDL	S	2.03	1.52	.25	Su,T,Th,Sa
Lusaka, Northern Rhodesia	IDL	BO	2.03	1.52	.25	Dly
	MIA	BO	2.15	1.62	.25	W,Sa
Lydda, Israel	*(See Tel Aviv)*					
Maceio, Brasil	IDL	P	1.52	1.52	.25	W,F
"	MIA	P	1.26	1.26	.25	T,Th
"	MSY	P	1.51	1.51	.25	Su,T,Th
"	HOU	P	1.54	1.54	.25	Su,T,Th
"	BRO	P	1.56	1.56	.25	T,Th
"	LAX	P	1.86	....	.25	M,W,F
Madras, India	IDL	BO	2.49	1.87	.25	Dly
Madrid, Spain	IDL	BO	1.22	.92	.20	Dly
"	MIA	BO	1.34	1.02	.20	W,Sa
"	BOS	BO	1.21	.91	.20	Th,Sa
"	IDL	AF	1.22	.92	.25	T,F
"	BOS	AF	1.21	.91	.20	T
"	IDL	TW	1.22	.92	.25	Su,T,Th
"	BOS	TW	1.21	.91	.20	Su,T,Th
"	CHI	TW	1.30	.98	.25	Su,T,Th
"	PHL	TW	1.25	.93	.25	Su,T,Th
"	IDL	K	1.22	.92	.20	Su,M,Th,F
"	UL	K	1.18	.89	.22	Su,F
"	IDL	S	1.22	.92	.25	Dly except W
"	IDL	SS	1.22	.92	.25	Dly ex. M,F
Mafraq, Jordan	IDL	BO	1.72	1.29	.25	Dly
"	BOS	BO	1.72	1.29	.25	W,Sa
Malmo, Sweden	IDL	SS	1.26	.95	.25	Dly
Malta	IDL	BO	1.43	1.08	.27	Dly
"	MIA	BO	1.55	1.18	.20	W,Sa
"	BOS	BO	1.42	1.06	.20	Th,Sa
Managua, Nicaragua	MIA	P	.50	.24	.15	M,F
	MSY	P	.43	.23	.15	Sa,Su,T,Th
"	HOU	P	.41	.27	.15	Dly
"	BRO	P	.39	.24	.15	Dly except Su
"	MSY	TA	.44	.24	...	Dly except M
"	MEX	TA	.25	.16	...	M thru Sa
Manague, Colombia	MIA	P	.50	.24	.15	Dly
"	IDL	AV	.58	.34	.15	Dly
"	MIA	AV	.48	.35	.15	M,T,W,F,Su
Manaos, Brasil	IDL	P	1.44	1.44	.25	T,Th
"	MIA	P	1.24	1.24	.25	Th
"	MSY	P	1.48	1.48	.25	M,W
"	HOU	P	1.62	1.62	.25	Su,Th
"	BRO	P	1.54	1.54	.25	Th
"	LAX	P	1.79	1.79	.25	M
Manchester, England	IDL	K	1.06	.80	.20	Dly
"	IDL	SS	1.06	.80	.20	Dly
"	IDL	AF	1.06	.80	.20	Dly
"	BOS	AF	1.04	.78	.20	Sa
"	IDL	S	1.17	.88	.20	Dly except W
"	IDL	SR	1.06	.80	.20	Su,T,W,F,Sa
Manila, Philippines	LAX	P	2.49	1.87	.25	M,F
"	SFO	P	2.49	1.87	.25	M,F
"	PDX	P	2.49	1.87	.25	M,F
"	SEA	P	2.49	1.87	.25	M,F
"	IDL	P	2.36	1.77	.25	Su,Th
"	BOS	P	2.42	.82	.25	Su,Th
"	SFO	PH	2.49	1.87	.25	W,Sa
"	EDF	NW	2.40	1.80	.20	T,F
"	CHI	NW	2.68	2.01	.20	M,Th
"	CLE	NW	2.69	2.02	.20	M,Th
"	YIP	NW	2.69	2.02	.20	M,Th
"	MKE	NW	2.68	2.01	.20	M,Th
"	MPS	NW	2.64	1.98	.20	M,Th
"	SEA	NW	2.49	1.87	.20	M,Th
Manizales, Colombia	IDL	AV	.64	.38	.15	Dly
	MIA	AV	.54	.29	.15	M,W,F,Su
Manono, Belgian Congo	IDL	S	2.03	1.52	.25	Dly except W
Manta, Ecuador	MIA	P	.65	.35	.15	T
"	MSY	P	.71	.42	.15	T
"	HOU	P	.74	.55	.15	M
"	BRO	P	.74	.55	.15	M
"	LAX	P	.87	.59	.20	M
Manzanillo, Cuba	MIA	P	.14	.09	.05	Dly
Maracaibo, Venezuela	MIA	P	.40	.22	.15	Dly
	IDL	P	.50	.31	.15	Dly
"	MSY	P	.45	.29	.15	Sa,Su,T,Th
"	HOU	P	.48	.32	.15	Dly
"	BRO	P	.48	.32	.15	Dly except Su
"	LAX	P	.62	.46	.15	M,W,F
"	CHI	CS	.52	.35	.15	Dly
"	YIP	CS	.52	.35	.15	Dly
"	HOU	CS	.49	.34	.15	Dly
"	MEM	CS	.49	.32	.15	Dly
"	MSY	CS	.45	.30	.15	Dly
"	IDL	K	.50	.31	.15	Dly
"	MIA	K	.40	.22	.15	Dly
"	UL	K	.55	.35	.22	M,F,W
Marseille, France	IDL	AF	1.25	.94	.25	Dly
"	BOS	AF	1.23	.93	.25	T,Sa
Matadi, Belgian Congo	IDL	S	2.03	1.52	.25	Dly except W
Mauritius	IDL	AF	2.93	2.20	.25	T,Su
"	BOS	AF	2.91	2.18	.25	T
Mayaguez, P. R.	MIA	R	.12	.10½	...	Dly
	LGA	R‡‡	.20	.17	...	Dly
Mayajigua, Cuba	MIA	P	.15	.09	.05	Dly
Mazatlan, Mexico	ELP	L	.16	.13	.25	M,W,F
Medan, Sumatra	IDL	BO	2.90	2.17	.25	Dly
"	MIA	BO	3.02	2.28	.25	W,Sa
"	BOS	BO	2.88	2.16	.25	Th,Sa
"	IDL	K	2.90	2.17	.25	Dly
"	UL	K	2.86	2.15	.25	Su,W,F
Medellin, Colombia	IDL	AV	.61	.35	.15	Dly
"	MIA	AV	.51	.26	.15	M,T,W,F,Su
Merida, Mexico	MIA	P	.25	.13	.15	Dly
"	MSY	P	.22	.11	.15	Sa,Su,T,Th
"	HOU	P	.32	.22	.15	Dly
"	BRO	P	.30	.18	.15	Dly except Su
"	LAX	P	.46	.33	.15	Dly
Mexicali, Mexico	LAX	P	.08	.05	.15	Dly
Mexico City, Mexico	MIA	P	.44	.22	.15	Dly
	MSY	P	.38	.21	.15	Sa,Su,T,Th
"	HOU	P	.16	.12	.15	Dly
"	BRO	P	.14	.09	.15	Dly except Su
"	LAX	P	.30	.25	.15	Dly
"	MSY	TA	.51	.30	...	Dly
"	LGA	A§	.34	.26	.16	Dly
"	DCA	A§	.30	.24	.15	Dly
"	BUF	A§	.32	.26	.15	Dly
"	CLE	A§	.30	.24	.15	Dly
"	CHI	A§	.28	.21	.15	Dly
"	DAL	A†	.19	.14	.15	Dly
"	LAX	A†	.30	.25	.15	Dly
"	ELP	A†	.20	.16	.15	Dly
"	SAT	A†	.15	.11	.15	Dly
"	ELP	L	.20	.16	.25	Dly
Milan, Italy	IDL	LI	1.33	1.00	.25	Dly
"	IDL	AF	1.33	1.00	.25	T,F,Su
"	BOS	AF	1.31	.98	.25	T
"	IDL	S	1.33	1.00	.20	Dly except W
"	IDL	K	1.33	1.00	.30	M,W,F
"	UL	K	1.29	.97	.20	F,W
"	IDL	TW	1.33	1.00	.25	Dly except Sa
"	BOS	TW	1.31	.98	.25	W,Th
"	CHI	TW	1.41	1.06	.25	Dly except Sa
"	PHL	TW	1.35	1.01	.25	Dly except Sa
"	IDL	SW	1.06	.85	.20	.....
Minatitlan, Mexico	MIA	P	.37	.19	.15	Dly
Montego Bay, Jamaica	MIA	P	.18	.09	.05	Dly
	IDL	AV	.28	.18	.05	Sa
"	MIA	BO	.19	.09	.05	M,W,Sa
"	IDL	BO	.28	.18	.05	Sa
Monteria, Colombia	IDL	AV	.61	.35	.15	Dly except T
"	MIA	AV	.51	.26	.15	Su,M,W,Th
Monterey, Mexico	DAL	A†	.11	.08	.15	Dly
"	ELP	A†	.13	.09	.15	Dly
"	LAX	A†	.23	.18	.15	Dly
"	SAT	A†	.07	.05	.15	Dly

Destination	Airport and Airline		RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Monterrey, (Cont'd)	LGA	A‡	.26	.20	.15	Dly
"	BUF	A‡	.24	.20	.15	Dly
"	CLE	A‡	.22	.17	.15	Dly
Montevideo, Uruguay	IDL	P	1.50	.86	.25	Dly except M
"	MIA	P	1.43	.80	.25	T,Th,Sa
"	MSY	P	1.50	.87	.25	Su,T,Th
"	HOU	P	1.53	.90	.25	Su,T,Th
"	BRO	P	1.53	.90	.25	T,Th
"	LAX	P	1.67	1.04	.25	M,W,F
Montreal, Que., Canada	LGA	C	.66	.....	...	Dly
"	LGA	T	.66	.0405	.10	Dly
"	CHI	T	.12	.1055	.10	Dly
"	CLE	T	.09	.085	.10	Dly
"	LGA	NE	2.08	6.55	.10	Dly
"	BOS	NE	1.05	4.55	.10	Dly
Morocco, Brasil	IDL	P	1.41	.....	.15	T,Th
"	MIA	P	1.24	.....	.15	T,Th
Munich, Germany	IDL	P	1.30	.98	.25	Dly except Th
"	BOS	P	1.28	.96	.25	W,Sa
"	IDL	SS	1.30	.98	.25	Dly ex. T,W
"	IDL	S	1.30	.98	.25	Dly except W
"	IDL	AF	1.30	.98	.25	M,Th
"	BOS	AF	1.28	.96	.25	T,Sa
"	IDL	K	1.30	.98	.20	Th,F,Sa,M
"	UL	K	1.26	.95	.22	F
"	IDL	SR	1.30	.98	.25	Su,T,W,F,Sa
Nairobi, Kenya	IDL	BO	2.03	1.52	.25	Dly
"	MIA	BO	2.15	1.62	.25	Dly
"	BOS	BO	2.01	1.51	.25	W,F,Sa
"	IDL	EL	2.03	1.51	.25	W,Sa
"	IDL	AF	2.03	1.51	.25	W,Su
"	BOS	AF	2.01	1.51	.25	Th,Sa
"	IDL	SS	2.03	1.52	.25	T
Nandi, Fiji	SFO	BC	1.71	1.28	.25	M,Th,F
"	BNL	BC	1.07	.80	.20	M,Th,F
"	VR	BC	1.71	1.28	.25	M & Alt. Th,F
Naples, Italy	IDL	LI	1.42	1.07	.25	Dly
"	IDL	S	1.42	1.06	.25	Dly except W
Nassau, Bahamas	MIA	P	.07	.04	.05	3 Dly
"	UL	T	.22	.17	.05	F
"	YTO	T	.21	.17	.05	F
"	IDL	BO	.17	.13	.05	Dly
"	MIA	BO	.07	.04	.05	Dly
Natal, Brasil	IDL	P	1.45	1.45	.25	T,Th
"	MIA	P	1.25	1.25	.25	T,Th
"	MSY	P	1.48	1.48	.25	W
"	HOU	P	1.52	1.52	.25	Su,T
"	BRO	P	1.54	1.54	.20	T
"	LAX	P	1.90	1.90	.20	M
N'Dola, Rhodesia	IDL	S	1.97	1.48	.25	Sa,Su,T,Th
Niamey, Fr. W. Afr.	IDL	AF	1.73	1.30	.25	M,T,Th,F
"	BOS	AF	1.71	1.28	.25	T
Nice, France	IDL	S	1.27	.95	.25	Dly except W
"	IDL	SS	1.27	.95	.25	Su
"	IDL	AF	1.27	.95	.20	Dly
"	BOS	AF	1.25	.93	.25	T,Sa
"	IDL	P	1.16	.87	.20	M
"	BOS	P	1.12	.84	.20	M
"	IDL	K	1.27	.95	.20	Su,T,Sa
"	UL	K	1.22	.92	.22	W,F,Su
"	IDL	SR	1.27	.96	.25	Su,T,W,F,Sa
Nicosia, Cyprus	IDL	BO	1.61	1.21	.25	Dly
"	MIA	BO	1.73	1.31	.25	W,Sa
"	BOS	BO	1.59	1.19	.25	Th,Sa
Nogales, Son., Mex.	MEX	L	.19	.16	.25	Dly
Nome, Alaska	SEA	P	.55	.23	.15	W,Sa
Norrkoping, Sweden	IDL	SS	1.17	.88	.20	Dly
North Bay, Ont., Canada	LGA	T	.08	.0755	.10	Dly
Noumea, New Caledonia	IDL	AF	3.49	2.62	.25	Monthly
"	BOS	AF	3.47	2.60	.25	Monthly
Nueva Gerona (Isle of Pines), Cuba	MIA	EA	.14	.....	...	Dly
Nueva Ocotepeque, Hon.	MSY	TA	.47	.36	...	M,W,F
	MEX	TA	.27	.21	...	T,Th,Sa
Nuremburg, Germany	IDL	K	1.27	.96	.20	F,Su,M,T
"	UL	K	1.23	.93	.20	Su,F
"	IDL	SS	1.27	.96	.25	Sa,M,Th
"	IDL	S	1.27	.96	.25	Dly except W
"	IDL	AF	1.27	.96	.25	M,T,F,Sa
"	BOS	AF	1.25	.94	.25	T,Sa
"	IDL	SR	1.27	.96	.25	Su,T,W,F,Sa
"	IDL	SW	.97	.78	.20	.....
Oaxaca, Mexico	MIA	P	.51	.25	.15	Dly
Okinawa	EDF	NW	2.40	1.80	.20	T,F,Sa
"	CHI	NW	2.68	2.01	.20	M,Th,F
"	MKE	NW	2.68	2.01	.20	M,Th,F
"	MPS	NW	2.64	1.98	.20	M,Th,F
"	SEA	NW	2.49	1.87	.20	M,Th,F
"	SFO	PH	2.50	1.88	.25	W,Sa
Oran, Algeria	IDL	AF	1.36	1.02	.25	Dly except Su
"	BOS	AF	1.34	1.01	.25	T,Sa
Oruro, Bolivia	MIA	P	1.10	.59	.20	Su,M,Th
"	MSY	P	1.16	.66	.25	Su
"	HOU	P	1.19	.69	.20	W,Sa,Su
"	BRO	P	1.19	.69	.20	Sa,Su
"	LAX	P	1.32	.83	.25	M,Th
Oslo, Norway	IDL	SS	1.24	.93	.25	Dly
"	IDL	S	1.24	.93	.25	Dly except W
"	IDL	AF	1.24	.93	.25	Dly
"	BOS	AF	1.22	.93	.20	T,Su
"	IDL	K	1.24	.93	.20	Dly
"	UL	K	1.20	.90	.20	W,F,Su
"	BOS	P	1.22	.92	.20	F
"	IDL	P	1.24	.93	.20	F
Ottawa, Ont., Canada	LGA	C	.07	.....	...	Dly
	LGA	T	.07	.0618	.10	Dly
Palembang, N.E.I.	IDL	BO	2.79	2.09	.25	Dly
"	BOS	BO	2.77	2.08	.25	Th,Sa
"	UL	K	2.83	2.12	.25	W,F,Su
Palermo, Italy	IDL	LI	1.47	1.11	.25	Dly
Panama City, Pan.	MIA	P	.39	.19	.15	Dly
"	MSY	P	.45	.26	.15	Sa,Su,T,Th
"	HOU	P	.48	.29	.15	Dly
"	BRO	P	.48	.29	.15	Dly except Su
"	LAX	P	.61	.43	.15	M,W,F
"	HOU	B	.48	.31	.15	Dly
"	CRP	B	.48	.31	.15	Dly
"	DAL	B	.51	.31	.15	Dly
"	MIA	K	.39	.20	.15	Su,F
"	UL	K	.54	.32	.15	Sa,M,Th
Pantelleria, Italy	IDL	LI	1.50	1.13	.25	W
Paramaribo Surinam	IDL	P	.64	.39	.15	F
"	MIA	P	.57	.33	.15	T
"	MSY	P	.64	.40	.15	T
"	HOU	P	.67	.43	.15	T
"	BRO	P	.67	.43	.15	T
"	LAX	P	.81	.57	.20	W
"	IDL	K	.64	.30	.15	Su,W,Sa
"	MIA	K	.57	.33	.15	Su,W,Sa
"	UL	K	.69	.43	.15	M,Th,Sa
Paris, France	IDL	S	1.17	.88	.20	Dly except W
"	IDL	EL	1.17	.88	.20	T,Sa
"	IDL	SS	1.17	.88	.20	Dly
"	IDL	SR	1.17	.88	.20	Su,T,W,F,Sa
"	IDL	AF	1.17	.88	.20	Dly
"	BOS	AF	1.15	.86	.20	T,Sa
"	IDL	K	1.17	.88	.20	Dly
"	UL	K	1.12	.84	.20	Su,W,F
"	IDL	TW	1.17	.88	.20	22 Weekly
"	BOS	TW	1.15	.86	.20	Sa,Su,W,Th
"	CHI	TW	1.24	.94	.15	22 Weekly
"	PHL	TW	1.19	.89	.20	22 Weekly
"	YIP	TW	1.22	.92	.25	15 Weekly
"	IDL	P	1.17	.88	.20	Dly
"	BOS	P	1.15	.86	.20	Su,T,Th
"	IDL	SW	.91	.74	.20	.....
Parnahyba, Brasil	IDL	P	.96	.45	.15	Sa,T,Th
	MIA	P	.89	.48	.15	Sa,T,Th
Parral, Chih., Mex.	ELP	L	.10	.08	.25	Dly
Pereira, Colombia	IDL	AV	.64	.38	.15	Dly
	MIA	AV	.54	.29	.15	Dly ex. Th,Sa
Pisa, Italy	IDL	SW	1.08	.86	.20	.....
Pnom Penh, Indo-China	IDL	AF	3.02	2.29	.25	Sa,Su,W
	BOS	AF	3.01	2.25	.25	Sa
Ponce, P. R.	MIA	R	.12	.10½	...	Dly
	LGA	R^aa	.20	.17	...	Dly
Popayan, Columbia	IDL	AV	.72	.39	.15	M,Th,Sa
	MIA	AV	.61	.30	.15	M,Th
Port au Prince, Haiti	MIA	P	.15	.12	.15	Dly
	IDL	P	.25	.21	.15	Dly
"	CHI	CS	.28	.24	.15	Sa
"	YIP	CS	.27	.23	.15	Sa
"	HOU	CS	.25	.22	.15	Sa
"	MSY	CS	.22	.18	.15	Sa
"	MEM	CS	.26	.21	.15	Sa
"	MIA	K	.15	.12	.15	M
"	IDL	K	.25	.21	.15	M
Port Elizabeth, U. of S. Af.	IDL	BO	2.23	1.67	.25	Dly
	BOS	BO	2.21	1.66	.25	Th,Sa
Port of Spain, Trinidad	IDL	P	.45	.30	.15	T,Th,Sa
	MIA	P	.38	.24	.15	T,Th,Sa
"	MSY	P	.45	.31	.15	W,F
"	HOU	P	.48	.34	.15	Su,T,Th
"	BRO	P	.48	.34	.15	T,Th
"	LAX	P	.62	.48	.15	M,W,F
"	UL	T	.50	.34	.15	W
"	YTO	T	.50	.34	.15	W
"	IDL	K	.45	.30	.15	M,W,F
"	MIA	K	.38	.24	.15	M,W,F
"	IDL	AL	.45	.30	...	F
Port Sudan, Ang. Eg. Sudan	IDL	BO	1.95	1.46	.25	Dly
	BOS	BO	1.93	1.45	.25	Th,Sa
Porto Alegre, Brasil	IDL	P	1.52	.89	.25	Su,W,F
	MIA	P	1.42	.86	.25	Th
"	MSY	P	1.69	1.03	.25	T
"	HOU	P	1.88	1.11	.25	T
"	BRO	P	1.08	1.03	.25	T
"	LAX	P	2.14	2.14	.25	W
Prague, Czechoslovakia	IDL	S	1.31	.98	.25	Dly except W
	IDL	K	1.31	.98	.20	T,Th
"	UL	K	1.27	.95	.20	W
"	IDL	SR	1.31	.98	.25	Su,T,W,F,Sa
"	IDL	SW	1.03	.83	.20	.....
Preston, Cuba	MIA	P*	.20	.10	.05	Dly
Prestwick, Scotland	IDL	SS	1.03	.77	.20	Dly
"	UL	T	.99	.74	.20	Su,M,Th,F
"	IDL	K	1.03	.77	.20	M,T,Th,F,Sa
"	IDL	BO	1.03	.77	.20	Dly
"	MIA	BO	1.15	.83	.20	W,Sa
"	BOS	BO	1.01	.76	.20	Th,Sa
Puebla, Puebla	DAL	B	.41	.....	.17	Dly
"	FTW	B	.41	.....	.17	Dly
"	LRD	B	.27	.....	.17	Dly
"	SAT	B	.34	.....	.17	Dly
Puerto Cabezas, Nic.	MSY	TA	.60	.47	...	M,W,F
	MEX	TA	.48	.38	...	T,Th,Sa
Puerto Cortes, Honduras	MSY	TA	.42	.34	...	M,W,F
	MEX	TA	.25	.18	...	T,Th,Sa
Puerto Suares, Bolivia	MIA	P	1.16	.63	.20	Su,M,Th
	MSY	P	1.22	.70	.25	Su
"	BRO	P	1.25	.73	.25	Sa,Su
"	LAX	P	1.39	.87	.25	M,Th
"	HOU	P	1.25	.73	.25	Sa,Su,W
Pusan, Korea	CHI	NW	2.68	2.01	.20	M,Th,F
"	SEA	NW	2.49	1.87	.20	M,Th,F
"	MSP	NW	2.64	1.98	.20	M,Th,F
"	IDL	NW	2.74	2.05	.20	M,Th,F
Quito, Ecuador	MSY	P	.70	.41	.15	Dly except M
"	HOU	P	.73	.44	.15	Dly except F
"	BRO	P	.73	.44	.15	Dly ex. Su,F
Quito (Con'td)	LAX	P	.86	.58	.20	M,Th
"	IDL	AV	.74	.44	.15	Dly
"	MIA	AV	.64	.35	.15	M,T,W,F,Su
"	MIA	AE	.55	.29	...	W,F
Rangoon, Burma	IDL	BO	2.65	1.99	.25	Dly
"	MIA	BO	2.77	2.10	.25	W,Sa
"	BOS	BO	2.64	1.98	.25	Th,Sa
"	IDL	K	2.65	1.99	.25	W,F,Sa
"	IDL	SS	2.65	1.99	.25	F
Recife (Pernambuco) Brazil	IDL	P	1.48	1.48	.25	M,T,Th,Sa
	MIA	P	1.16	.75	.20	M,Th,Sa
"	MSY	P	1.50	1.50	.25	Su,W,F
"	HOU	P	1.64	1.64	.25	Sa,T,Th
"	BRO	P	1.56	1.56	.25	Sa,T,Th
"	LAX	P	1.84	1.84	.25	M
Reggio Calabria, Italy	IDL	LI	1.47	1.11	.25	Dly except Su
Regina, Sask., Canada	LGA	T	.25	.23	.15	Dly
Reunion Island	IDL	AF	2.86	2.15	.25	Su,W
"	BOS	AF	2.84	2.13	.25	Sa
Rio de Janiero, Bra.	IDL	P	1.37	.84	.25	Dly except M
"	MIA	P	1.26	.80	.25	T,Th,Sa
"	MSY	P	1.54	.91	.25	Sa,T,Th
"	HOU	P	1.68	.97	.25	Su,T,Th
"	BRO	P	1.67	1.25	.25	T,Th
"	LAX	P	1.94	1.94	.25	M,W,F
"	DAL	B	1.42	1.07	.25	M,T,Th,Sa
"	HOU	B	1.42	1.07	.25	M,T,Th,Sa
"	BRO	B	1.67	1.25	.25	M,T,Th,Sa
"	CRP	B	1.64	1.23	.25	M,T,Th,Sa
"	FTW	B	1.42	1.07	.25	M,T,Th,Sa
"	LRD	B	1.47	1.09	.25	M,T,Th,Sa
"	SAT	B	1.42	1.07	.25	M,T,Th,Sa
Roberts Field, Lib.	IDL	AF	1.69	1.27	.25	Sa,Su
"	BOS	AF	1.67	1.25	.25	Sa
"	IDL	P	1.69	1.27	.25	M,Th
"	BOS	P	1.67	1.25	.25	Th
Robore, Bolivia	MIA	P	1.16	.63	.20	Th,Sa
"	MSY	P	1.22	.70	.25	Su
"	HOU	P	1.25	.73	.25	Sa,W
"	BRO	P	1.25	.73	.25	Sa,W
"	LAX	P	1.39	.87	.25	Th
Roenas, Denmark	IDL	SS	1.20	.97	.25	Dly
Rome, Italy	MIA	P	1.16	.63	.20	Th,Sa
"	IDL	S	1.39	1.04	.25	Dly except W
"	IDL	LI	1.39	1.05	.25	W,F
"	IDL	BO	1.39	1.04	.25	Dly
"	BOS	BO	1.37	1.03	.25	Th,Sa
"	IDL	EL	1.39	1.04	.20	T,Sa
"	IDL	SS	1.39	1.04	.25	Dly ex. Su,W
"	IDL	AF	1.39	1.04	.25	Dly
"	BOS	AF	1.37	1.03	.25	T,Sa
"	IDL	K	1.39	1.04	.25	Dly except M
"	UL	K	1.35	1.01	.25	Su,W,F
"	IDL	TW	1.39	1.04	.25	21 Weekly
"	BOS	TW	1.37	1.03	.25	Dly ex. M,F
"	CHI	TW	1.47	1.10	.25	22 Weekly
"	PHL	TW	1.41	1.06	.25	21 Weekly
"	YIP	TW	1.44	1.09	.25	22 Weekly
"	IDL	SR	1.39	1.04	.25	Su,T,W,F,Sa
"	IDL	P	1.39	1.04	.25	Dly ex. T,Sa
"	BOS	P	1.37	1.03	.25	Su,Th
"	IDL	SW	1.12	.90	.20	.....
Saigon, Indo China	IDL	AF	2.93	2.20	.25	Sa,Su,M,T,Th
"	BOS	AF	2.92	2.19	.25	Su,W
St. Croix, Virg. Is.	IDL	P	.27	.21	.05	M,Th
"	MIA	P	.20	.15	.05	Su,W
St. John, N. B.	BOS	T	.06	.0555	.10	Dly
St. Johns, Antigua, B.W.I.	IDL	P	.34	.24	.05	Su,W
	MIA	P	.25	.18	.15	Su,W
St. Johns, N. F.	BOS	T	.17	.1455	.10	Dly
St. Kitts, B.W.I.	IDL	BO	.37	.26	.05	Dly
St. Thomas, Virgin Is. (U. S.)	IDL	P	.26	.21	.15	Su,W
	MIA	P	.19	.15	.15	Su,W
Salisbury, So. Rhod.	IDL	BO	2.03	1.52	.25	Dly
Salta, Argentina	MIA	P	1.24	.68	.25	T
"	MSY	P	1.30	.75	.25	Su
"	HOU	P	1.33	.78	.25	Su
"	BRO	P	1.33	.78	.25	Sa
"	LAX	P	1.46	.92	.25	Sa
Salzburg, Austria	IDL	K	1.33	.99	.20	M,Th
"	UL	K	1.28	.96	.22	Su,W
"	IDL	S	1.32	.99	.25	Dly except W
San Ignacia de Velasco, Bolivia	MIA	P	1.16	.63	.20	Su,T
	MSY	P	1.22	.70	.25	Su
"	HOU	P	1.25	.73	.25	Sa,W
"	BRO	P	1.25	.73	.25	Sa,W
"	LAX	P	1.39	.87	.25	Th
San Jose, Bolivia	MIA	P	1.16	.63	.20	Sa,W
"	MSY	P	1.22	.70	.25	Su
"	HOU	P	1.25	.73	.25	Sa,W
"	BRO	P	1.25	.73	.25	Sa,W
"	LAX	P	1.39	.87	.25	Th
San Jose, Costa Rica	MIA	P	.48	.24	.15	M,Th
"	MIA	LA	.48	.24	.15	M,W,F
"	MSY	P	.45	.26	.15	Sa,Su,T,Th
"	HOU	P	.47	.29	.15	Dly
"	BRO	P	.45	.26	.15	Dly except Su
"	LAX	P	.61	.42	.15	M,W,F
"	MSY	TA	.45	.26	...	Dly except Su
"	MEX	TA	.31	.20	...	Dly except Su
"	MIA	K	.51	.25	.15	W,F,Su
San Juan, Puerto Rico	IDL	P	.22	.18	.05	Three Dly
	MIA	P	.15	.12	.05	Twice Dly
"	MIA	R	.12	.10½	...	Dly
"	LGA	R^aa	.20	.17	...	Dly
"	CHI	CS	.28	.24	.15	Sa
"	YIP	CS	.27	.23	.15	Sa
"	MEM	CS	.26	.21	.15	Sa

Destination	Airport and Airline		RATES (See Note) (Lbs.) Per 100 Lbs.	(Lbs.) Per 100 Lbs.	(Lbs.) Per $100 Value	Depart
San Juan, (Cont'd)	CHI	E‡	.20	.14	.15	Sa
"	YIP	E‡	.27	.23	.05	Dly
"	IDL	E‡	.22	.18	.05	3 Dly
"	MIA	E†	.15	.13	.05	Dly
San Luis Potosi, S.L.P., Mexico	ELP	L	.16	.13	.25	Dly
San Salvador, El Salvador	MIA	P	.42	.31	.15	Dly
"	M8Y	P	.35	.19	.15	Sa,Su,T,Th
"	HOU	P	.36	.24	.15	Dly
"	BRO	P	.34	.20	.15	Dly except Su
"	LAX	P	.50	.35	.15	M,W,F
"	M8Y	TA	.29	.20	...	Dly
"	MEX	TA	.20	.13	...	Dly
Santa Clara, Cuba	MIA	P	.13	.09	.05	Dly
Santa Cruz, Bolivia	MIA	P	1.16	.62	.20	Sa,Su,M,Th
"	M8Y	P	1.21	.99	.20	Sa,Su
"	HOU	P	1.24	.72	.25	F,W,Sa,Su
"	BRO	P	1.24	.72	.25	F,W,Sa
"	LAX	P	1.37	.86	.25	F,W,Sa,Su
Santa Maria, Azores	IDL	P	.86	.65	.20	Su,Th
"	BOS	P	.84	.64	.15	Th
"	IDL	TW	.86	.65	.20	Su,T,Th
"	BOS	TW	.84	.64	.20	Su,T,Th
Santa Marta, Colombia	IDL	AV	.56	.33	.15	M,Th,Sa
"	MIA	AV	.46	.34	.15	Su,M,W,Th
Santiago, Chile	MIA	P	1.20	.72	.15	Dly except Th
"	M8Y	P	1.37	.70	.15	Dly ex. M,Th
"	HOU	P	1.40	.82	.15	Dly except T
"	BRO	P	1.40	.82	.15	Su,Th,Sa
"	LAX	P	1.53	.96	.15	M,Th,Sa
Santiago, Cuba	IDL	BO	.37	.20	.05	Dly
"	MIA	BO	.19	.09	.05	W,Sa
Sao Luis, Brasil	IDL	P	1.09	.72	.20	T,Th,Sa
"	MIA	P	1.16	1.16	.20	Th
"	M8Y	P	1.38	1.38	.25	Sa,M,T,W,Th
"	HOU	P	1.51	1.51	.25	Su,T,Th
"	BRO	P	1.43	1.43	.25	Su,T,Th
"	LAX	P	1.63	1.63	.25	Su,T,Th
Sao Paulo, Brasil	IDL	P	1.42	.86	.25	F,Sa,Su,T,W
"	MIA	P	1.32	.82	.25	Sa,T
"	M8Y	P	1.56	.95	.25	W,F
"	HOU	P	1.75	1.07	.25	Su,Th
"	BRO	P	1.67	.98	.25	Th
"	LAX	P	1.99	1.99	.25	M
"	BRO	B	1.67	1.35	.25	Su,T,Th,Sa
"	CRP	B	1.64	1.23	.25	Su,T,Th,Sa
"	DAL	B	1.42	1.07	.25	Su,T,Th,Sa
"	FTW	B	1.42	1.07	.25	Su,T,Th,Sa
"	HOU	B	1.42	1.07	.25	Su,T,Th,Sa
"	LRD	B	1.47	1.09	.25	Su,T,Th,Sa
"	SAT	B	1.42	1.07	.25	Su,T,Th,Sa
San Salvador, Brasil	IDL	P	1.58	1.58	.25	Dly except M
"	MIA	P	1.28	1.28	.25	T,Th,Sa
"	M8Y	P	1.54	1.54	.25	Su,W,F
"	HOU	P	1.72	1.72	.25	Su,T,Th
"	BRO	P	1.64	1.64	.25	T,Th
"	LAX	P	1.94	1.94	.25	M
Shannon, Eire	IDL	P	.99	.74	.20	Dly ex. T,W
"	BOS	P	.98	.73	.20	Dly ex. T,W
"	IDL	LI	1.00	.75	.25	W,Sa
"	UL	T	.66C	72C	22**W	
"	IDL	TW	.99	.74	.20	9 Weekly
"	BOS	TW	.98	.73	.20	F,Su
"	PHL	TW	1.02	.76	.20	9 Weekly
"	CHI	TW	1.07	.81	.20	10 Weekly
"	IDL	SR	.99	.74	.20	Su,T,W,F,Sa
"	IDL	K	.99	.74	.20	Su,W,F
"	IDL	SW	.77	.61	.20	.....
Singapore, Mal. St.	IDL	BO	2.83	2.13	.25	Dly
"	MIA	BO	2.66	2.28	.25	W,Sa
"	BOS	BO	2.82	2.11	.25	Th,Sa
"	SFO	P	2.82	2.13	.25	F
"	LAX	P	2.41	1.31	.25	F
"	IDL	AF	2.83	2.13	.25	W
"	BOS	AF	2.82	2.11	.25	W,F,Sa
"	IDL	K	2.83	2.13	.25	Sa,Su,Th
"	UL	K	2.79	2.10	.25	Su
Siuna, Nicaragua	M8Y	TA	.55	.42	...	Dly
"	MEX	TA	.43	.33	...	M,T,W,Th,F
Stanleyville, Bel. Congo	IDL	S	2.03	1.52	.25	Dly except W
Stavenger, Norway	IDL	S8	1.24	.93	.25	Dly
Stockholm, Sweden	IDL	S8	1.26	.95	.25	Dly
"	IDL	K	1.26	.95	.20	Dly
"	UL	K	1.22	.92	.20	Su,W,F
"	IDL	S	1.26	.95	.25	Dly except W
"	IDL	P	1.26	.95	.20	Su,T,F
"	BOS	P	1.24	.93	.20	Su,T,F
Stuttgart, Germany	IDL	P	1.13	.85	.20	Dly except Th
"	BOS	P	1.10	.83	.20	Sa,W
"	IDL	S8	1.26	.95	.25	Dly
"	IDL	SR	1.26	.94	.25	Su,T,W,F,Sa
"	IDL	K	1.26	.95	.20	M,W,F
"	UL	K	1.22	.91	.20	W,F
"	IDL	SW	.97	.78	.20	.....

Destination	Airport and Airline		RATES (See Note) (Lbs.) Per 100 Lbs.	(Lbs.) Per 100 Lbs.	(Lbs.) Per $100 Value	Depart
Suva, Fiji Islands	SFO	P	1.71	1.28	.25	Su,Th
"	SEA	P	1.71	1.28	.25	S,Th
Sydney, Australia	LAX	P	2.20	1.66	.25	Su,Th
"	SFO	P	2.20	1.66	.25	Su,Th
"	SEA	P	2.20	1.66	.25	Su,Th
"	PDX	P	2.20	1.66	.25	Su,Th
"	IDL	K	3.51	2.64	.25	Dly except M
"	UL	K	3.50	2.63	.27	W,Su
"	IDL	BO	3.51	2.64	.25	Dly
"	MIA	BO	3.63	2.74	.25	W,Sa
"	BOS	BO	3.49	2.62	.25	Th,Sa
"	SFO	BC	2.20	1.66	.25	M,Th
"	HNL	BC	1.56	1.17	.25	M,Th
"	VR	BC	2.20	1.66	.25	M, alt. Th
Sydney, N. S.	BOS	T	.10	.0995	.10	Dly
Taipeh, Formosa	SFO	PH	2.49	1.87	.25	W,Sa
"	IDL	NW	2.74	2.05	.20	M,Th
"	MKE	NW	2.68	2.01	.20	M,Th
"	MPS	NW	2.64	1.98	.20	M,Th
"	SEA	NW	2.49	1.87	.20	M,Th
"	SFO	NW	2.49	1.87	.20	M,Th
Talara, Peru	MIA	P	.72	.38	.15	Dly except Sa
"	M8Y	P	.78	.45	.20	Dly except Sa
"	HOU	P	.81	.48	.20	Dly except F
"	BRO	P	.81	.48	.20	Dly except Su
"	LAX	P	.94	.62	.20	M,Th
Tampico, Mexico	HOU	P	.13	.09	.15	Dly except Sa
"	BRO	P	.10	.08	.15	Sa,Su,T,Th
"	LAX	P	.36	.28	.15	Dly
Tamative, Madagascar	IDL	AF	2.73	2.06	.25	Su,W,F
Madagascar	BOS	AF	2.71	2.04	.25	T,Sa
Tananarive, Madagascar	IDL	AF	2.68	2.01	.25	W,F,Su
Tangier, Morocco	BOS	AF	2.66	2.00	.25	Sa
"	IDL	AF	1.26	.95	.25	Sa,M,W
"	BOS	AF	1.24	.93	.25	T
Tapachula, Mexico	MIA	P	.42	.21	.15	Dly
"	M8Y	P	.39	.19	.15	Sa,Su,T,Th
"	HOU	P	.29	.21	.15	Dly
"	BRO	P	.27	.17	.15	Dly except Su
"	LAX	P	.43	.32	.15	Dly
Tegucigalpa, Hon	MIA	P	.47	.23	.15	Dly
"	M8Y	P	.40	.22	.15	Sa,Su,T,Th
"	HOU	P	.39	.26	.15	Dly
"	BRO	P	.37	.22	.15	Dly ex. Su
"	LAX	P	.53	.38	.15	M,W,F
"	M8Y	TA	.40	.23	...	Dly except Su
"	MEX	TA	.23	.16	...	Dly except Su
Teheran, Iran	IDL	BO	2.03	1.52	.25	Dly
"	MIA	BO	2.15	1.62	.25	W,Sa
"	BOS	BO	2.01	1.51	.25	Th,Sa
"	IDL	AF	2.03	1.52	.25	Sa,Th
"	BOS	AF	2.01	1.51	.25	Sa
"	IDL	K	2.03	1.52	.25	Su,Th
"	UL	K	1.99	1.49	.25	Su
"	IDL	S8	2.03	1.52	.25	Th,M
Tel Aviv, Isreal	IDL	S	1.72	1.29	.25	Dly except W
"	IDL	EL	1.64	1.23	.25	T,Sa
"	IDL	AF	1.72	1.29	.25	W,Su
"	IDL	LI	1.72	1.29	.25	M
"	IDL	K	1.72	1.29	.25	Su,T
"	UL	K	1.68	1.26	.27	Su
"	IDL	BO	1.72	1.29	.25	Dly
"	BOS	BO	1.70	1.27	.25	Th,Sa
"	IDL	TW	1.72	1.29	.25	M,Sa
"	BOS	TW	1.70	1.27	.25	M,Sa
"	PHL	TW	1.74	1.31	.25	M,Sa
"	CHI	TW	1.80	1.35	.25	M,Sa
"	BOS	AF	1.70	1.27	.25	T
"	IDL	SR	1.72	1.29	.25	Su,T,W,F,Sa
"	IDL	S8	1.45	1.09	.25	M
Tela, Honduras	M8Y	TA	.42	.35	...	Dly
"	MEX	TA	.26	.19	...	M,T,W,Th,F
Tobago, B.W.I.	IDL	BO	.45	.30	.15	M,W,Sa
Tokyo, Japan	IDL	P	3.53	2.65	.25	Dly except F
"	BOS	P	3.52	2.64	.25	T,Th
"	LAX	P	2.36	1.77	.25	Su,M,W
"	SFO	P	2.36	1.77	.25	Sa,Su,T,Th
"	SEA	P	2.36	1.77	.25	Sa,Su,T,Th
"	PDX	P	2.36	1.77	.25	Sa,Su,T,Th
"	IDL	AF	3.53	2.65	.25	Su
"	BOS	AF	3.52	2.64	.25	Sa
"	IDL	S8	3.53	2.65	.25	M,F
"	EDF	NW	2.40	1.80	.20	Th
"	CHI	NW	2.68	2.01	.20	M,Th,Su
"	MKE	NW	2.68	2.01	.20	M,ThT
"	MPS	NW	2.64	1.98	.20	M,Th,T
"	PIT	NW	2.71	2.04	.20	M,Th,T
"	IDL	NW	2.74	2.05	.20	M,Th,T
"	IDL	BO	3.53	2.65	.25	Dly
"	MIA	BO	3.65	2.75	.25	W,Sa
"	BOS	BO	3.52	2.64	.25	Th,Sa
"	SFO	PH	2.50	1.88	.15	W,Sa
"	IDL	K	3.53	2.65	.25	Th,Sa
"	UL	K	3.49	2.62	.27	W,F

Destination	Airport and Airline		RATES (See Note) (Lbs.) Per 100 Lbs.	(Lbs.) Per 100 Lbs.	(Lbs.) Per $100 Value	Depart
Toronto, Ont., Can.	LGA	A**	.07	.0478	.10	Dly
"	BUF	A**	.07	.0478	.10	Dly
"	LGA	T	.05	.0455	.10	Dly
Torreon, Coah., Mex.	ELP	L	.10	.09	.25	Dly
Trapani, Italy	IDL	LI	1.35	1.12	.25	F
Trinidad, Cuba	MIA	P	.15	.09	.05	Dly
Tripoli, Libya	IDL	BO	1.46	1.06	.25	Dly
"	MIA	BO	1.58	1.20	.25	W,Sa
"	BOS	BO	1.44	1.08	.25	Th,Sa
Trujillo, Honduras	M8Y	TA	.48	.37	...	Dly
"	MEX	TA	.28	.22	...	M,T,W,Th,F
Tshikapa, Bel. Congo	IDL	S	2.03	1.52	.25	Dly except W
Tunis, Tunisia	IDL	AF	1.36	1.02	.25	Dly
"	IDL	LI	1.52	1.14	.25	T,Th,Sa
"	BOS	AF	1.34	1.00	.25	T,Sa
"	LGA	TW	1.36	1.02	.25	Th
"	PHL	TW	1.38	1.03	.25	Th
"	BOS	TW	1.34	1.00	.25	Th
Tuxpan, Mexico	HOU	P	.17	.12	.15	Dly
"	BRO	P	.12	.06	.15	Dly except Su
"	LAX	P	.34	.27	.15	Dly
Tuxtla, Gutierrez, Mexico	MIA	P	.47	.23	.15	Dly
"	M8Y	P	.44	.22	.15	Dly ex. M,Th
"	HOU	P	.36	.30	.15	Dly
Usumbura, Belgian Congo	IDL	S	2.03	1.52	.25	Dly except W
Vancouver, B. C., Canada	SEA	U	.07	.048	.10	Dly
"	SFO	U	.12	.098	.10	Dly
"	LGA	U	.31	.294	.10	Dly
"	BDL	U	.32	.300	.10	Dly
"	BOS	U	.32	.306	.10	Dly
"	EWR	U	.31	.306	.10	Dly
"	PHL	U	.31	.306	.10	Dly
"	CLE	U	.27	.254	.10	Dly
"	DCA	U	.31	.28	.10	Dly
"	CHI	U	.24	.219	.10	Dly
"	DEN	U	.15	.14	.10	Dly
"	SLC	U	.12	.104	.10	Dly
"	LAX	U	.15	.13	.10	Dly
"	PDX	U	.07	.048	.10	Dly
"	LGA	T	.36	.35	.10	Dly
"	SFO	BC	.11	.08	.05	Su & Alt. W,Th
"	HNL	BC	.74	.56	.15	Sa & Alt. T,W
Varadero, Cuba	MIA	P	.12	.08	.05	Dly
Veracruz, Mexico	MIA	P	.39	.19	.15	Dly
"	HOU	P	.21	.16	.15	Dly
Victoria, Brasil	M8Y	P	1.59	1.59	.25	W,F
"	HOU	P	1.81	1.81	.25	Sa,T,Th
"	BRO	P	1.73	1.73	.25	Su,T,Th
Victoria, B. C.	LGA	T	.38	.375	.10	Dly
Victoria de las Tunas, Cuba	MIA	P	.14	.09	.05	Dly
Vienna, Austria	IDL	P	1.24	.93	.25	Dly except Th
"	BOS	P	1.21	.91	.20	Sa,W
"	IDL	AF	1.37	1.03	.25	M,Th,Sa
"	BOS	AF	1.35	1.02	.25	Sa
"	IDL	S8	1.36	1.03	.25	M,W,Sa
"	IDL	K	1.37	1.03	.25	T
"	UL	K	1.33	1.00	.20	Su
Villahermosa, Mex.	MIA	P	.34	.17	.15	Dly
"	M8Y	P	.29	.16	.15	Dly ex. M,Th
Visby, Sweden	IDL	S8	1.32	.99	.25	Dly
Wake Island	LAX	P	1.55	1.16	.20	Su,M,W
"	SFO	P	1.55	1.16	.20	Dly except W
"	PDX	P	1.55	1.16	.20	Dly except W
"	SEA	P	1.55	1.16	.20	Dly except W
Warsaw, Poland	IDL	S*	1.45	1.09	.25	Dly except W
Wellington, N. Z.	IDL	BO	3.86	2.89	.25	Dly
"	BOS	BO	3.84	2.88	.25	Th,Sa
Windsor, Ont., Can.	LGA	T	.06	.0555	.10	Dly
Winnipeg, Man., Canada	LGA	T	.21	.18	.10	Dly
	GFK	NW	.04	.....	...	Dly
Zorich, Switzerland	IDL	SR	1.24	.93	.25	F,Sa,Su,W,T
"	IDL	S8	1.24	.93	.25	Dly
"	IDL	S	1.24	.93	.25	Dly except W
"	IDL	AF	1.24	.93	.25	Sa,M,Th
"	BOS	AF	1.22	.92	.25	Sa
"	IDL	EL	1.24	.93	.25	T,Sa
"	IDL	K	1.24	.93	.20	Dly
"	UL	K	1.20	.90	.20	Su,W,F
"	BOS	BO	1.22	.92	.20	Th,Sa
"	IDL	BO	1.24	.93	.20	Dly
"	MIA	BO	1.36	1.02	...	W,Sa
"	IDL	TW	1.24	.93	.25	Dly
"	BOS	TW	1.22	.92	.25	Th,Su
"	PHL	TW	1.26	.94	.25	Dly
"	CHI	TW	1.32	.99	.25	Dly
"	IDL	SW	.99	.79	.20	.....

International Air Cargo Rates are a standard feature in AIR TRANSPORTATION.

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★ ★ Airfreight in Canada ★ ★

FOR MANY YEARS Canada led the world in the amount of airfreight carried within its borders. This was accomplished mainly and almost exclusively by the use of small, single-engined bush aircraft, for it was not until the construction of the Alaska Highway that twin-engined equipment was brought north and cargo capacities were increased to accommodate increasing cargo volumes.

Quite recently, the two largest airlines in Canada, Canadian Pacific Air Lines and Trans-Canada Air Lines began thinking constructively about air cargo. The former applied to the Air Transport Board for permission to conduct all-cargo services across the nation from Montreal to Vancouver, and the latter opposed it on the grounds that the available amount of business did not justify a competing service. Despite its contention, TCA placed an order for three Bristol *Airfreighters* of the type currently being used in the car ferry between England and France and the Air Beef scheme in Australia. Delivery of the planes is expected to take place in either September or October of this year.

As opposed to TCA's order, CPA has ordered six DC-6A equipment, two of which will be all-freight transports similar to those in use by Slick Airways in the United States. The privilege of carrying cargo in Canada appears to be much desired, especially since cargo volumes are constantly increasing.

Achievements

For its cargo operations during 1952, Trans-Canada flew 14,206,000 pounds of air express and cargo on its domestic flights alone. This figure constituted a record in both lifting capacity and in loads carried. With delivery of the three Bristol transports, the airline expects to do even better in 1953. Also the recent reduction, as of February 15, of its freight tariffs by approximately 30% (this applying only to its 8600 mile domestic system) is expected also to benefit its cargo operations.

On the whole, TCA's experience with cargo has been gratifying. In 1949 it had increased its cargo volume over the previous year's by 50%. In 1950 the increase over 1949 came to 120%. In 1953 only 3% (abnormal conditions caused by the rail strike and Winnipeg floods had swelled 1950's figure beyond

regular proportions, accounting for the relatively small increase in 1951). And in 1952, as was already shown, TCA exceeded 1951's gain. A fairly recent development has been the chartering through necessity of an aircraft from Dorval Air Transport to accommodate the growth of cargo volume between the Montreal-Toronto terminus and Winnipeg.

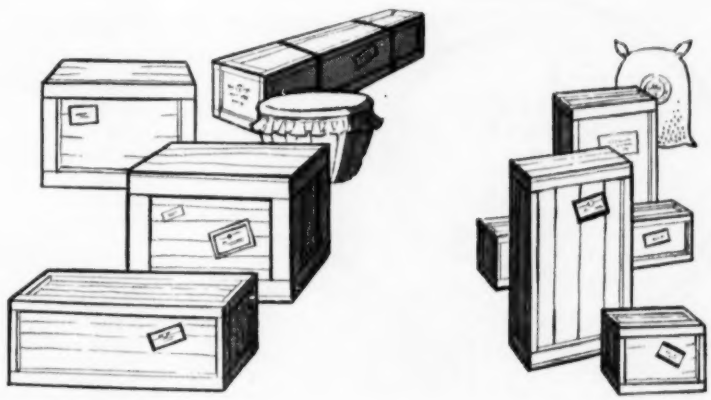
DESPITE THESE IMPRESSIVE gains and totals, it still remains a curious fact that transcontinental airfreight has not been as great as it could be. The feeling by many in Canada is that the government airline, TCA, has not promoted air cargo vigorously at all, which is, of course, true. Only the stated intentions of Canadian Pacific concerning cargo have aroused the airline to more active endeavors, and the need to keep its *Freighters* loaded will do even more.

On a considerably smaller scale but often with more activity, cargo operations in Canada continue apace. For example: heavy mining equipment and supplies are being flown into northwestern Canada on two Bristol freighters. Three others, now in service with RCAF squadrons, carried on cargo operations in all extremes of Canadian weather. Fairchild *Packets* have been in strenuous use at the Ungava iron ore field, and Associated Airways of Edmonton has built up a steady business of flying mining equipment and other bulky loads in the Dominion. One small carrier, Lome Airways of Toronto, uses its one freighter to fly frozen, canned and smoked meats to the Bahamas. And now it appears that several British private operators are showing considerable interest in the freight possibilities presented in Canada and have been studying the chances of developing business there.

New Impetus

Canadian air cargo still depends a good deal on the enterprise and initiative of the small bush flyers who, without much fanfare or fancy equipment, have been flying cargo profitably for years. In comparison with these, the Dominion's two major airlines have been slow indeed in exploiting the advantages to be gained by giving greater attention to airfreight. However, a new realization appears to have been born within both carriers that they have still a great deal to do, cargo-wise, before they can feel are performing an adequate service and answering Canada's needs.

★ ★ ★



MODERN MARKETING

(Continued from Page 4)

have been instigated by farsighted and efficiency-minded military officers with some of the research departments and business schools of our nation's leading universities. These studies have been unbiased, factual, detailed evaluations of all facets of traffic, warehousing, materials handling and inventory.

Our military brothers have stolen the jump on us, but industry can readily profit by the advantages of airfreight which the several military studies have substantiated as regards to a savings in inventory, time, and material, which means dollar savings.

COMMERCIAL AIRFREIGHT PICTURE

During the past seven years of advancing business and living costs, it is encouraging to note that airfreight transportation is one of the extremely few public services that has continually reduced in cost. Since 1946 the cost of a 100-pound airfreight shipment transcontinently has decreased over 50%, a commendable achievement in the face of raising operating and indirect ground costs while the costs of other forms of surface transportation, such as rail and motor truck, have increased since 1946 over 80% on the average.

New Cargo Transports

With the introduction of all-cargo transports basically designed for the specific purpose of carrying airfreight, there can be expected another sizable reduction in rates. However, the availability of a really true freight transport for daily operation depends upon a combination of many factors. One of the most important of these is the full support of American industry of our present airfreight industry to assure its steady growth and expansion. With the confidence of industry in the economics of our "little airmarketiers," both the airframe manufacturer and the air transport operator can embark on a long-range program which can expand American business into fields and volume beyond the most optimistic economist's dreams.

It is pointed out, however, that the introduction of new airfreighters other than the new Douglas DC-6A and the Lockheed *Constellation* 1049B cannot be expected until 1958 to 1959. These two forementioned new all-cargo transports are just beginning to make themselves felt to the American shipper through offering:

a. Faster services.
b. Ability to carry larger and heavier single shipments.
c. Pressurized fuselages.
d. Easier material handling.
e. More closely controlled cabin temperatures.
f. Plus numerous other advancements.

The above airplanes are all part of the program of the air transport industry to provide continued improved transportation to the shipper.

Airfreight Volume

For the year just ended (1952) the total ton miles of airfreight transported domestically was just under 236,000,000 ton miles. Ton-mile figures in themselves mean little to the average person so let's reduce these figures to a more common denominator.

Everyone is familiar with the common railroad boxcar. For comparative purposes, let's say the average boxcar is capable of transporting 25,000 pounds of general merchandise before it becomes space-limited. General merchandise, it is felt, is one of the predominant airfreight commodities.

Therefore, 236,000,000 ton-miles of airfreight converted to our more common denominator becomes the equivalent of 7850 railroad box-cars loaded with 25,000 pounds of general merchandise travelling the distance between Los Angeles, California, and New York City. This, then, becomes the equivalent of dispatching of one railroad freight train of 26 cars each, every workday for a year to handle this tonnage.

INDUSTRIAL DEVELOPMENT

Western industrial development is a special case of national decentralization of industry. We may, therefore, make a generalized statement that national decentralization of industry will be stimulated during the next few years as never before because of the new distribution facility of airfreight. This can mean great things to communities otherwise handicapped. National security requires this decentralization and airfreight will promote it. Few if any seem to have sensed this fact. It is hoped that by bringing out the foregoing point repeatedly, we can influence favorable governmental action in matters relating to airfreight.

While it may appear at first glance that airfreight might seem to be competitive with surface freight, this is not true. Airfreight will stimulate surface freight. Most raw materials will come into Western factories by surface. In addition most output will move on the

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surface. This new marketing facility will thus be a catalyzer of all other market operations. Airfreight is the medium which permits Western Industry to compete on a near equal footing in Eastern Markets. Their shipments which must fulfill immediate demands and inventory go by air. In some instances this may be up to 30% by air—the remainder by surface.

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JETS FOR CARGO?

(*Continued from Page 5*)

of payload is most certainly a factor that will effect the rates to be charged. Additional speed in the transportation of cargo is always desirable, but speed beyond the ability to provide overnight delivery is not required to give satistactory service.

A. E. Raymond
Vice president-Engineering, Douglas Aircraft Company

Jets will go into commercial service in a small way this year. Next year, or the year after, better axial type engines will probably be in service. By 1957 we may expect still more powerful, more efficient engines in commercial service, both here and abroad. The 1957 engines will be able to get operating costs down to present-day values, and that is important.

The engine manufacturers will, I expect, be the first ones to quarrel with these dates. . . . I can only reply that the dates I have used are for engines developed to the state where they are ready for airline, as distinct from military service.

The jet of 1957 will be superior in speed to all others but will require a radically new airplane, with new operating techniques, and consequently we must anticipate that a period of time will be needed before we are at home with it. The advanced turboprop of 1958 should eventually have lower operating cost than all the others and should therefore be superior for coach and cargo work.

John McDonald
(Reprinted by permission from Fortune)

Turboprop theoretically is a superior economizer and has a chance to capture the cargo market. . . . While the pure jet has the speed (above 500 mph), it is known to be an optimum performer only at certain ranges, a fact that may put severe restrictions on the size of its market. Moreover, above 550 mph jet problems multiply, and there is no present prospect of breaking through it with a commercial airliner. The turboprop is expected to push close up to the jet with a cruise speed of 450 mph or better. The real war between

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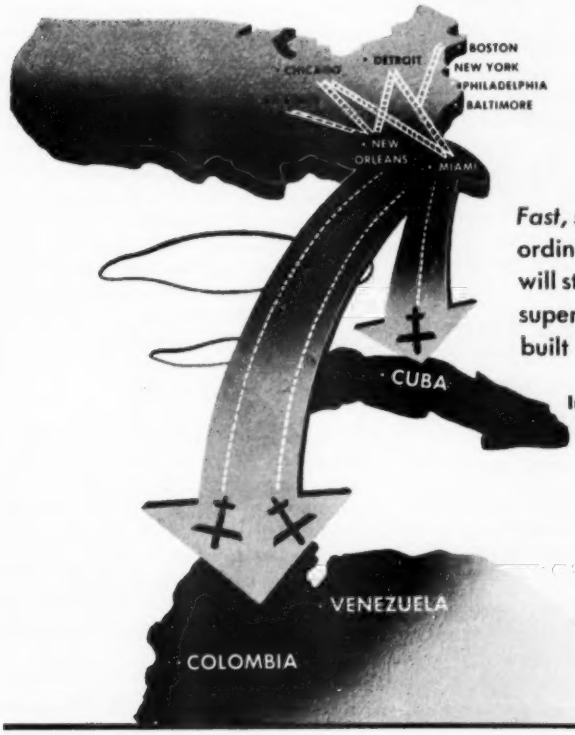

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these planes—jet speed vs. turboprop economy—will probably be fought out in the 1960's, the outcome being dependent mainly on engine and propeller developments.

John Church
Cargo Sales Manager, Scandinavian Airlines System

I do not know that very much is actually known about the characteristics of jet aircraft used as all-cargo carriers. We regard the possibility with great interest, and with the past performance of SAS in the transatlantic cargo picture in mind I think we can safely say that when they come into use, SAS will be among the first to operate them. Extra speed in the handling of air cargo in never unnecessary, in my opinion. There are, of course, occasions when it does not seem to help much, due to the conflict of schedules with business hours and the ordinary duty hours of customs officials, but that is not so much a question of speed as of scheduling. Schedules can always be rearranged so that chopping off an hour or two or three hours, for instance, from the transatlantic crossing can work a substantial benefit for the user of air cargo. Where connections are involved, a saving of two or three hours may effectively save an entire day in transit. Speed is essentially what the user of air cargo pays for, and it can always be put to use.

The jet will probably be preceded in transatlantic cargo work by turboprop aircraft. . . . When the latter will be introduced is a tossup, but I should not be surprised if the first ones appear somewhere around 1955 or 56—very large aircraft, probably with 400 mile an hour speed, and able to lift cargo across the Atlantic a good deal more cheaply than that has ever been done before. At least one type is now under development. In looking ahead in the international air cargo field, that is the direction I would say would prove the most interesting.

★ ★ ★

COMBAT ZONE

(*Continued from Page 6*)

passenger transportation and promotion. Air cargo has grown in part, as Frederick says, because of "increases in lcl rail and rail express rates, increased selling effort, steady improvement in ground handling . . ." But where is the efficient low-cost cargo plane that carriers and shippers are looking for? And what is being done to encourage air cargo's growth?

Too little credit is given to the advances made in the field. Articles such as Frederick's, while intending to be fair nevertheless take the negative attitude wh'ch, in the long run, further discourages its use. For each so-called failure cited there stands a number of reasons that turn these 'failures' into triumphs. The way has been hard for air cargo, but credit must be given to the service that has had to fly over almost insuperable barriers to achieve recognition. We have had entirely too much of the so-called detached look at air cargo; for the most part that look has been too short-sighted. We need now to realize that save for some isolated studies and the endeavors of this magazine, far too little has been done to encourage the greater use of airfreight shipping, and that this fact alone, more than the comparative slowness of ground handling, has slowed down the development of airfreight transportation.

SNO-GEL

(*Continued from Page 7*)

complaints and adjusting claims. Zappettini explains: "If the flowers are damaged it costs us a lot of money for wasted labor and packing, for product lost and time involved. Everyone thinks it's the other fellow's fault. Sometimes customers try to make heavy claims when there may not have been any serious damage.

"By using Sno-Gel, we cut out most of this loss and all this trouble. It is cheaper for us to avoid claims from

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customers and arguments with carriers."

Cut flowers are bunched and placed layer by layer in fibre packing cases, up to 5 x 2′ x 13″ in size. They are packed with head room for cold air circulation, and to prevent rubbing against the box. Each layer is secured with pine sticks placed across the stems and nailed to the box. Each successive layer is protected with waxed paper and newspaper.

One Sno-Gel brick is used in each package, even the largest, and this refrigeration has been found quite sufficient for all air shipments. The brick is fastened at the top center of the box and insulated with newspaper. Each of the Zappettini branches is equipped with a deep freeze box so that Sno-Gel can be used over and over again. Sno-Gel is also combined with ice for truck and rail shipments of flowers to points where airfreight is not indicated.

THE growing air shipments of fresh crabs from San Francisco's Fisherman's Wharf has also been materially helped by the use of Sno-Gel. The advantages of uniform temperature over a long period, freedom from water damage and relatively light weight of package and refrigerant make this product popular with shippers.

N. Alioto Company is one of the firms that has built a successful mail-order business on seafood shipped by air with Sno-Gel, and now use this form of ice for all distribution. Most of the orders are from distant points, and many compliments have been received on the condition of seafood as it is delivered.

Alioto Company ships six to twelve crabs in a carton, with one or two Sno-Gel bricks, depending on size and distance of the shipment. The bricks are packed on top of the crabs and insulated with newspaper. This firm also handles shrimp, lobsters and crab meat in the same way, selling wholesale to California dealers as well as to retail customers.

With plans for expansion to eastern and southern territories, Sno-Gel has added something new to airfreight transportation.

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THROUGH MIAMI

(Continued from Page 9)

port declarations, export licenses, and commercial restrictions change daily, shippers should contact their local Dept. of Commerce field office for the latest information concerning these matters. Shippers should also ascertain the latest requirements and restrictions from the proper consulate field office, bank with a foreign trade section, or other informed authority regarding the country of destination. In many instances, the local airline office can be of assistance.

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Miami International Airport's position as the Number 1 international air gateway of the U.S. has been the result of a concerted effort on the part of the airport administration and the air carriers serving the airport; particular attention has been given providing the specialized equipment and facilities for the handling of international cargo. Since the airport is within the switching limits of two railroads, shipments moving by rail within the U.S. can be

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transferred directly from rail carrier to air carrier or air carrier to rail carrier. Export shipments may be routed to MIAD for direct connection. Cars destined to the airport are then spotted on sidings located on the airport by the Dade County Port Authority switch engine.

Documentary Requirements

All shipments must be accompanied by the necessary documents to avoid delays and also possible fine or other penalty to the consignee. Shipments delivered to the Airport without the necessary documents will be held at the shipper's risk until the required documents are received.

Destination Control

All shipments other than those consigned to United States territories and possessions, or consigned to United States Government Office for shipments specially licensed by the State Department, Treasury Department, or Atomic Energy Commission, must contain the following statement: "These commodities licensed by United States for ultimate destination—(name of country)—diversion contrary to United States law prohibited." And where applicable, insert at, "and for distribution or resale in—(name of other approved countries as shown on validated license)—."

The inclusion of the above statement on all copies of the airwaybill or shipper's letter of instruction, when such is used, is the responsibility of originating first air carrier.

Export Licenses

Export licenses permitting the export of many commodities are required by the United States Government and must accompany the shipment to the airport of export. Latest export license requirement information should be obtained from the Department of Commerce, Office of International Trade, Washington, D. C., or any Field Office of the Department of Commerce.

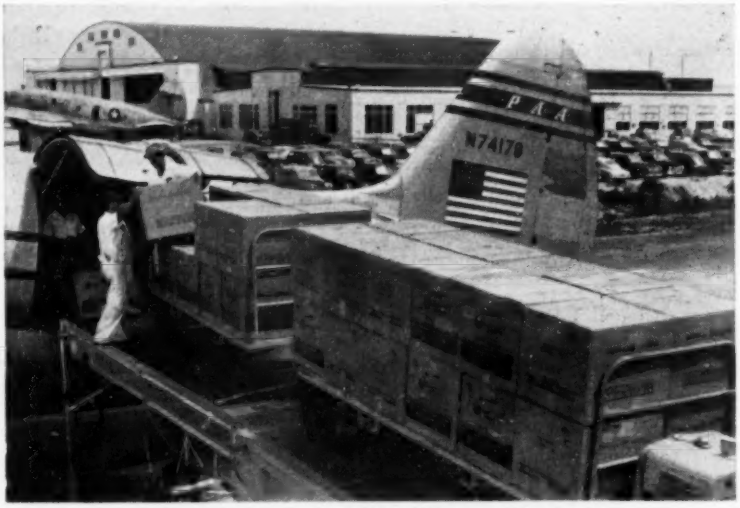
U. S. Shippers' Export Declaration

Export declaration, form number 7525-V Revised, in quadruplicate, must accompany all shipments regardless of destination except shipments consigned to United States Government agencies or establishments, diplomatic pouches, and shipments to Alaska. Separate declarations must be furnished for commodities under individual export license and for those under general license. United States Customs requires that these declarations be presented without corrections, additions, or changes. *Shipments will not be passed for export by gateway customs inspectors unless export declarations are properly and completely prepared. Complete detailed information as prepared by the Department of Commerce will be furnished upon request.*

When required, the shipper may obtain certification of shipment from the air carrier through which the shipment was exported on presentation of copy of the way bill.

In addition to the United States export document there may be required, most shipments should be accompanied by certain documents which may be required by the country of destination. These many requirements of many countries are changed from time to time. The frequent changes in the import license restrictions and prohibitions and exchange restrictions in many countries make it a necessary precaution that, unless acting on recent and reliable instructions, shippers should ascertain latest restrictions from the proper consulate, United States Department of Commerce, Office of International Trade, or other informed authority before making any shipments.

(Continued on following page)



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ALL IN FAVOR

(Continued from Page 7)

ments and Practices pointed out that bank financing normally requires suitable documentation including an airwaybill giving the holder clear title to the goods and that the airwaybill presently used does not meet these requirements. The report further pointed out that the provisions made by certain airlines for consignments to intermediary agencies may create legal complications in the event of a dispute between the bank and the ultimate consignee.

The obstacles enumerated in Mr. Pett's article can easily be overcome. In ocean traffic a negotiable bill of lading usually carries a notification party name. The same can be done in a negotiable airwaybill and the ultimate consignee could be advised by the airline of the arrival of the merchandise.

When an ocean bill of lading is lost the goods are not retained indefinitely in warehouses as Mr. Pett fears may happen in air cargo. The ultimate consignee usually obtains a bank guarantee for the release of the cargo to him. Such a guarantee can be obtained in less time than it will take to get a copy from the uplifting station.

I am convinced that the absence of a negotiable airwaybill is hampering the financing of air cargo and is retarding the use of air transportation.

★ ★ ★

THROUGH MIAMI

(Continued from preceding page)

Declared Valuation

In domestic airfreight a shipment shall be deemed to have a declared value of fifty cents per pound (but not less than fifty dollars) unless a higher value is declared on the air bill at the time of receipt of shipment from consignor. An additional transportation charge of ten cents for each one hundred dollars by which the value declared on the airbill, at the time of receipt of shipment from consignor, exceeds 50 cents per pound, or 50 dollars, whichever is the higher, will be required by the carrier on all domestic shipments. These are a part of the transportation charges and are not in the nature of insurance. The total liability of the carrier shall in no event exceed the value of the shipment as determined by the declared value referred to above.

In international airfreight there are two sets of declared valuations. They are known as the *Valuation Charge* and the *Value Surcharge*. These charges are assessed on the shipper's declared value for carriage as shown on the airwaybill and are the limit of the carrier's liability in the event of loss or damage. As a general rule the shipper's declared value for carriage is the customs or actual value plus all shipping charges. The shipper must make a declaration of the value for carriage on the airwaybill in all cases regardless of whether or not either of the charges is applicable. Shipments the value of which is less than $7.48 per pound, will not be charged a valuation charge. Or shipments, the value of which is at least $7.48 per pound but less than $88.91 per pound, will be assessed the valuation charge in addition to the weight charge. Shipments on which the value per pound exceeds $88.91 will be assessed the value surcharge in addition to the weight charge, which in such cases is assessed at the "under 100 pounds" rate, regardless of shipment's total weight.

Insurance

Cargo insurance may be obtained from the carrier for a nominal fee. Information regarding premium costs and coverage should be obtained from your airline agent.

YOURS FOR ASKING

(Continued from Page 10)

been a falling-off of tramp freight operators.

"The field is open wide to such an exchange in America, and my own inquiries indicate that there will be support by the airlines if some responsible group or groups undertake this project. I will go so far as to say it is inevitable."

Inevitable, yes, but to date not available in the United States where despite the need for an exchange, charter operations add sizable sums to airline operations. Needless to say, an exchange devoted to airfreight chartering would increase these sums, and in view of this, one fails to see why some enterprising American businessman does not look across the ocean to see what can be done in this direction. So far, however, nothing has been done along these lines. In London, however, fixtures and enquiries are still providing traffic and transportation with almost unceasing regularity. No place in the world is too remote for air chartering.

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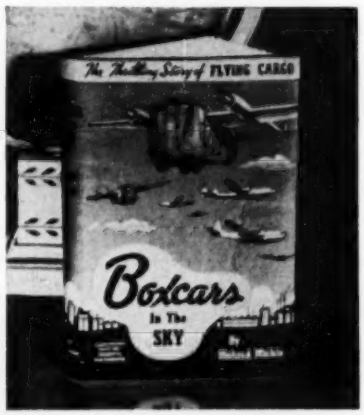

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